

THE Hongkong Weekly Press

AND China Overland Trade Report.

VOL. LXI.]

HONGKONG, MONDAY, 1st MAY, 1905.

No. 17

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EPITOME OF THE WEEK.

Fukien province is being more extensively planted with the mulberry.

The Korean Government has decided to free from duty all goods, such as rice, etc., exported to America.

Chinese troops, says the *Foochow Echo*, are to be uniformly armed with a new pattern small bore rifle.

Extensive repairs are being made to the Kowloon Police pier, which has suffered considerably from dry rot.

The Japanese authorities have established post offices at Chinju, Mapo and Holo, in Korea, and opened them to the public on the 1st inst.

The *Bourse Gazette* declares that Russia has only one ally at present, namely Time. And, we may add, the Baltic Fleet is busily engaged in killing that ally.

H. E. the Governor has appointed provisionally, until further notice, Mr. Henry Burdett to act as Crown Solicitor vice Mr. F. B. L. Bowley, on vacation.

Baron Komura, Minister of the Foreign Office, has issued a notice to the effect that a Japanese Consulate was opened at Changsha, China, on the 1st inst.

The last weekly plague return records a total of 29 cases. One subsequent fatality makes the year's list number 30. Small-pox cases are two Chinese and one Indian.

Mr. Harry Halton Fox, of the British Consular Service in China, is announced to marry Miss Noott, a grand-daughter of Sir A. Hickman, M.P. for Wolverhampton.

Mr. W. Cowan arrived at Taiping on the 15th April from Hongkong. It is rumoured says the *Perak Pioneer*, that it is possible he may be transferred to the Police Department to be at the head of the Criminal Investigation Bureau.

"No Thoroughfare. Closed by order of the Government." This notice, now appearing in the corridor of the Hongkong Hotel, intimates that the passing of the general public through this well-known "short cut" is being timely restricted.

It is reported that the Japanese Government has decided to greatly extend its postal facilities in China and Korea, on the conclusion of the war. There are at present 14 Japanese post offices and 50 agencies in Korea, and 16 offices and four agencies in China.

Three Chinese water-boat men were on Saturday fined \$20 each, or six weeks' imprisonment, for obtaining water for sale to ships from unauthorised streams. The only authorised place to obtain water is at Laichikok, where the Government sell it for seven cents a ton.

In pursuance of the Hongkong Government notification of the 20th instant, several ships with coal and provisions on board, destined for either one of the belligerents, are being detained at Hongkong. It is probable, therefore, that Welsh coal ships will in future give this port a wide berth.

A Russian prisoner-of-war was courtmartialled at Osaka on the 4th inst. for stealing a gold watch and other personal effects belonging to fellow prisoners. He was found guilty and sentenced to imprisonment for ten months, to be followed, says the *Nagasaki Press*, by police surveillance for six months.

Nine new recruits for the Shanghai Municipal Police Force arrived by the P. & O. s.s. *Poonah*. The new men have been recruited from the ranks of the Royal Irish constabulary, and are described as fine strapping looking young men.

A Tokyo despatch to the *Osaka Asahi*, under date the 5th inst., says that the money which the Government has given to the families of soldiers who have been killed or died of wounds or disease at the front since the outbreak of the war, has reached the sum of Yen 10,000,000, divided among some 20,000 families.

Mr. Geo. P. Lammert on April 26th sold by public auction Inland Lot No 1666, containing 689 square feet, on which is erected No. 8, Po Hing Fong. The lot is held for 75 years at a Crown rent of \$11. Messrs. Johnson, Stokes and Master were the solicitors for the mortgagees. Mr. Lau Kwai Pui secured the property for \$9,600.

A recent number of the *Nagasaki Press* said:—Owing to the appearance of the Baltic fleet in the vicinity of Singapore, the Japanese Marine Insurance companies have increased their rates of insurance from 12½ to 25 per cent. for Hongkong, from 10 to 50 per cent. for the Pescadores, Formosa and Loochoos, and from 25 to 75 per cent. for Gensan and Sonching.

The captain of the steamer *Knivsberg* reports that on the 7th instant in Howki Channel, Bamboo Island, bearing N.E., he exploded a drifting mine. On the 15th inst. in Lat. 34.22 N., Long. 121.50 E., a long way south of the Shantung Promontory, he exploded an enormous drifting mine, nearly ten feet in diameter. He fired at it at a distance of something over 150 yards, and fragments of it fell on his deck. This is one of the largest yet reported.

Eleven shareholders addressed a joint letter to Mr. J. R. Twentymen, managing director of S. C. Farnham Boyd & Co., Ltd., asking for definite information about the "firm offer" to purchase the Company's property, for the personnel of the offering London Syndicate, and for a special meeting to be called. The reply was that no meeting was necessary, and the information asked for was withheld. The shareholders replied that the directors had lost the confidence of the shareholders, who had a right to demand a meeting, and they published the correspondence.

A young medical missionary, Dr. Forsythe, attached to the Southern Presbyterian Board of the United States, was recently attacked by a gang of masked Koreans at the house where he was lodging in a little village near Chunjin. The doctor attempted to defend himself, but he was struck a heavy blow on the head, and was then thrown off the verandah, a distance of four feet, and jumped upon by the Koreans. He was nearly killed, but when medical assistance arrived the benefits of a robust constitution were manifested and at last reports it was thought that he would recover.

The return of Chinese pilgrims from the tombs of their ancestors has kept a number of harbour launches extremely busy during the last few days. The masters of these launches, eager to turn an honest penny, have been carrying passengers in excess of the licensed number. The Water Police have become cognisant of this fact, and at the Police Court on April 28th placed the Masters of the *Kam On* and the *Kam Tai* before Mr. G. N. Orme for carrying 43 and 44 passengers respectively in excess of the licensed number. The first defendant was fined \$50 and the second \$60.

BIRTH.

On 19th April, at No. 2, Century Crescent, Kennedy Road, Hongkong, to Mr. and Mrs. EVAN ORMISTON, a daughter.

MARRIAGE.

On 29th March, at Shanghai, the Rev. G. H. SEVILLE, to JESSIE M. GREENE, both of Wenchow.

On 20th April, at Shanghai, JOHN LENNOX, to JOANNA LOUISA FANNY BROOKFIELD.

On 20th April, at Shanghai, ROBERT CRIDLAND FARRIDGE, to LILLIAN STUART WALSH.

On 24th April, at the Union Church, Hongkong, by the Rev. C. H. Hickling, MARY MARGARET, eldest daughter of Mr. J. P. B. REEVE, of Brentwood, Essex, to ALFRED. E. HOLLINGS, fourth son of Mr. T. HOLLINGS, of Taunton, Somersetshire.

On 26th April, at St. John's Cathedral, Hongkong, by the Right Rev. the Bishop of Victoria, assisted by the Rev. F. T. Johnson, M.A., GILBERT HAMILTON, eldest son of the Rev. GILBERT EDWARDS, M.A., of Gt. Haseley, Oxfordshire, to FLORENCE MABEL, daughter of GEORGE MURRAY BAIN, Esq., Hongkong.

DEATHS.

On 8th April, at Wuchang, HELEN ISABELLA, daughter of Dr. and Mrs. ROBERT BORLAND, aged five years and eight months.

On 23rd April, at Marseilles, J. L. HOUSTON, aged 50 years.

Hongkong Weekly Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAILS.

The German Mail of the 28th March arrived, per s.s. *Roon*, on Tuesday, the 25th ultimo; and the French Mail of the 31st of March arrived, per s.s. *Ernest Simons*, to-day, the 1st instant.

COTTON MILLS IN CHINA AND HONGKONG.

(Daily Press 21st April.)

The Cotton Mills of China are the subject of a long and very interesting report by Mr. J. W. JAMIESON, British Commercial Attaché in China, which has just reached us in a Foreign Office pamphlet issued in March, and numbered 629 of the miscellaneous series. Cotton spinning and yarn weaving, as ancient Chinese handicrafts, Mr. JAMIESON does not dwell on; but begins with the introduction of steam-driven machinery fourteen years ago. He gives the names of nineteen mills or firms which, last year, had 619,648 spindles and 2,250 looms going. The Hongkong Company, started in 1898, "with a view to catering for the wants of Southern China, hoped to find in Borneo a source of supply of raw material. Such hopes, however, were not realised, and in 1900 it got into serious difficulties. A re-organisation, on the basis of writing down its hundred dollar shares to ten dollars each, followed; and it has succeeded in paying a dividend on its reduced capital. As against an import duty at the rate of 0.60 Haikuan taels per picul, payable by the Chinese mills on cotton from abroad, this mill obtains its supplies duty free. The counts it spins are low, chiefly 10's, and such of the output as is not disposed of locally goes principally to Amoy and Foochow. The Chinese customs statistics record the imports of Hongkong yarn into China as having been 694,400 lbs. in 1901, 816,800 lbs. in 1902, and 1,230,400 lbs. in 1903." Of the four foreign companies at Shanghai, with £500,000 of European capital, it is said that "to inspire confidence they all paid small dividends in 1897-98, but have been struggling hard to keep their heads above water ever since." Now that plenty of raw cotton is obtainable, it is to be hoped they will manage to keep it above water; for it was the cotton, and not their heads, that absorbed the moisture. The report of the China Mission of the Blackburn Chamber of Commerce is alluded to, the report which admitted great possibilities for this new industry, because its surrounding circumstances and conditions were so favourable to trade expansion. Mr. JAMIESON points out that these great expectations have not been fulfilled; but we must not forget that there have been changes, and a phenomenal cotton harvest, since he wrote. These Foreign Office books are not hastily prepared, and there are various indications that the Commercial Attaché was preparing his report prior to recent developments. So far as the demand goes, the Blackburn experts and the foreign promoters have been justified. China's imports of yarn in 1903 exceeded those of 1902 by 38,730,250 lbs., while the increase for ten years was 232,883,600 lbs. Shortly before these foreign enterprises set out to supply a market known to be growing, the proportion of yarn in China's imported cotton products was forty-two per cent. In 1903, it was fifty-two, representing a value of £8,814,500; and Hongkong's quota is steadily growing. We notice an ex parte tone about some of Mr. JAMIESON's observations, as if they had been written to put Lancashire in a good humour; but we may be mistaken. Referring to the advantage Chinese mills have over the foreign mills in Shanghai, he says "mills in Shanghai do not work on Sundays; those up-country presumably do." It is not very encouraging to find a British Commercial Attaché resting content with a presumption. It

would have been an easy matter to obtain the evidence necessary to strengthen that word "presumably." It is pointed out that "the out-turn of foreign spindles and looms finds its market practically at the doors of the mill, some native mills taking in raw cotton from the country people and delivering a stipulated quantity of yarn in exchange." The writer finds cause for surprise that cotton spinning by machinery should not have been more remunerative, in view of the enormous Chinese imports. Explanations of the tardy manner in which prosperity has been approaching the foreign enterprisers have previously been given in these columns. There are causes still awaiting removal; but the chief factor of disappointment, the absence of a sufficiently plentiful and cheap supply of raw material, has now disappeared. The limited output of last year (about 647,333 lbs. sent into China) will be greatly increased locally, as a consequence, and in the northern port the experts are looking for a better time. Unfortunately, at Shanghai they have serious debts to wipe out, and it will need abnormal profits for some time to put them in the enviable position they ought to be enjoying. Also, "the mills in the country are undoubtedly more advantageously situated than the mills of Shanghai, their expenses are very much lower, the absence of any provision for depreciation or insurance does not weigh heavily on the minds of the management, and, consequently, they may feel justified in declaring dividends, under circumstances when the cautious European would never dream of doing so." The "year of cheap cotton" that Mr. JAMIESON looked for as a necessary preliminary to amelioration of their lot has dawned, and it is to be hoped the "abnormal profits" may follow. The Hongkong concern, which occupies such an honourable position in the report, is in an exceptionally favourable position. Having paid for their experience by the heroic sacrifice of four years ago, the proprietors are able to cope with the present revival without the handicaps that fetter their neighbours.

COMMON SEAMEN AND WAR RISKS.

(Daily Press, 24th April.)

There is a forensic fiction that the Law cannot err. The theory is one of judicial infallibility, maintained, like an analogous theory, for a useful purpose; but, if hearkened to by the man in the street, received and taken with the proverbial grain of salt. Without such examples as the *Beck* case to justify our assertion, we are entitled to support it syllogistically. For major premiss, *humanum est errare*; for minor, "all magistrates are human"; therefore, it is the nature of a magistrate to err, occasionally. This preamble relieves us of the risk of over much presumption in expressing our opinion, which is also human, that the element of error was perceivable in the local convictions of sailor-men who refused to undertake war risks. We would offer no sweeping condemnation of the law, of the interpretation of the law, or of the consequent sentences which have put upon British sailors the gaol-bird stigma. From the shipping point of view it must have been very serious and very annoying when crews have interrupted a potentially profitable voyage by refusing to continue further than Hongkong; and some impatience, on the part both of captain and magistrate, was natural and excusable when the attitude of the defaulting seamen was characterised by the stupidity exemplified in such cases as that

of the sailor who boasted: "I am a Britisher, and never change my mind." But the point seems to be whether the best procedure was adopted in haling these men into a court of criminal sessions. The law of the sea is not the law of the land. There are reasons for the differences. Yet, obviously, there was something wrong somewhere in putting men whose worst offence was a breach of contract into the position of criminals. Long before the arrival of the Baltic Fleet caused others to reconsider the magisterial dictum that there was no real risk, we felt and expressed sympathy for the men thus being punished. We never felt inclined to agree that the magistrates were right in describing their scruples as altogether vexatious and frivolous. Expressions from the Bench itself gave us occasion to question the esoteric justice of the treatment meted out to the mutineers. It was said by one Justice of the Peace that in the presence of reasonable grounds for believing that risk attached to a voyage to the North, he would be the last man in the world to insist that they should proceed. We asked ourselves what would be reasonable grounds. There was then no Baltic Armada in the vicinity. The mined areas were in many of the cases not to be crossed or approached. What then, had these men to fear? Were they cowards, starting at shadows, trembling at the mere possibility of danger? The ordinary perils of the sea they were accustomed to risk without a thought. The idea occurred to us that these men were "sea lawyers." They learned that extra freight was being earned by their ship, and asked themselves why. The answer that naturally suggested itself to them was that extra freight was paid because there was reasonable ground for apprehending risk to the ship. Any risk to the ship must be shared by themselves. The ship was insured: they were not. The sea-lawyer, particularly the British variety, has a keen sense of equity, and a stubborn idea of fighting for what he considers to be justice, for what is "fair." Extra risk, extra freight, extra pay for the sea-lawyer must obviously have been the train of thought. That no reference was made to any demand for extra inducements does not vitiate the theory. They may well have expected to be offered inducements to continue. In some cases, that was the course pursued. In others, now under discussion, the men were treated, not to bribes, but to threats. The letter of the bond was cited. They were sent to gaol. This seemed to us wrong, but where the law applies, and men are under the law, there is little use in kicking against the pricks. Fresh cases followed; the magistrates still insisted that there was no danger. Even the nearness of the Baltic Fleet did not alter the legal view that the risk was imaginary. In other quarters, however, we find that the latest cases have drawn official attention to the possibility of "reasonable grounds"; and some men are released. But how can the presence of a Russian squadron so far south endanger ships bound for the north? It seems to us that if the grounds for apprehension are reasonable now, they have been reasonable all along, since the first batch of men was incarcerated. For them, there was no intervention. There was admittedly in earlier cases cargo declared by Russia to be contraband; but we are told the men were justly punished because there was no risk then of Russia being able to enforce its own proclamation. Truly, Russian prestige must still be high if its Fleet on the Annam coast is to be considered as directly threatening similar cargoes running hence.

to Japan. It was just as likely to catch them when it was at Madagascar; but no matter, it is being talked of here, and therefore the men have now reasonable ground for their fears. If they have, their predecessors had; and if the recent offenders go free, something seems owing to those who preceded them to gaol.

A REAL YELLOW PERIL.

(Daily Press, 25th April.)

Realising how difficult it is to suggest, and still more hopeless to secure, a remedy, it is with a feeling of melancholy that we refer to the case of the European women who arrived in this Colony on Saturday, after escaping from a life of concubinage, and virtual slavery, in a Chinese community. However much such people may have alienated our respect, whatever they may have done to repel our sympathy, it is impossible that we should forget their race; and quite out of the question that we should fail to feel keenly the degradation which they have brought to it. The injury to the prestige of the White race, the demoralisation in tone of the Yellow which such relationships encourage, the cruelty to the innocents who represent the natural consequences of such mésalliances, these are things to which we cannot shut our eyes, unpleasant and distasteful though the subject may be. The temptation to regard the notorious Australian colour prejudice as unreasonable is strong; but, perhaps, if we knew all that is to be known, we might see method or, at any rate, meaning in the madness which we are often led to ascribe to a sort of extreme Trades Unionism. Two of the cases just forced upon our attention originated in Australia. In the island continent, the Chinaman to all appearances makes a penceable, law-abiding, industrious and thrifty citizen. Unfortunately, whether it is that the immigration restrictions prevent him while there from marrying his own countrywomen, or that he sees superior attractions in the women of an alien race, he has begun to show an increasing tendency to espouse the latter. We should naturally assume, even if the fact were not admitted, that the poor creature he selects, and who is foolish enough to respond to his overtures, is not the best representative of either her race or sex. If marriage be a lottery under normal conditions, it must be ten-fold chancey in the case of the mysterious, inscrutable stranger, of whose antecedents and connections nothing is known. Yet, to our despair, and to the despair of all who have any conception of the evils involved, these ill-advised contracts take place. Their consequences, as we have suggested, are so wide reaching that we cannot afford to comfort ourselves by thinking that as certain persons make their own beds, they must lie upon them. It is no satisfaction to reflect that fools deserve the consequences of folly, for those consequences are, unhappily, not confined to those who set the causes to work. We feel that some very rigorous action, something quite unconstitutional if necessary, should be taken to prevent any recurrence of incidents like these. Academically, it may be that the returning Chinese emigrant, who brings with him a foreign wife, may be no scoundrel after all, by design at all events. He may mean well enough; and may even consider that what is good enough for his kinswomen is good enough for any. We fear that he may even have been encouraged in such sophistry by the cackle of the well-meaning idiots who persist, under one banner or another, in prating of the brotherhood and equality of man. The status of

the Caucasian and the Coloured person may be all one in a future state. We know nothing about that. We do know, however, that in this life the difference is sufficiently serious to make these mixed marriages politically and morally impossible. Their ways are not, our ways, as the unfortunate refugees now in the Italian Convent have discovered by sad and painful experience. The question is being asked locally what ought to be done with them. The most practical suggestion that occurs to us is that they should be taken back to Australia, and there employed as "awful examples," as missionaries to warn any of their sisters who might be tempted to a similarly misguided adventure. The unsavouriness of the topic is no doubt responsible for the fact that such things are hushed up, instead of being, as they obviously should be, blazoned throughout the places that permit them to occur. As the Rev. Mother Superior has told us, it is largely ignorance that sends these women to a fate that, properly advertised, would make the most reckless of them shudder and hesitate. We have heard of exceptions to the rule, of foreign wives happily mated with educated Chinese husbands. We can admit that such cases exist, and we can refrain even from expressing our disapproval on the strength of some few such; but the general weight of evidence is against it, in principle and in practice; and we hope that the final lessons of experience may never be obscured by ranting idealists who are only forgivable because they know not what they do.

AN UNTRUSTWORTHY SERVICE.

(Daily Press, 26th April.)

Two billions, five hundred and ninety-seven millions, six hundred thousand—that was the estimated number of letters delivered in the United Kingdom during the year 1903-4. Add postcards, newspapers, and other kinds of postal packets, and the grand total attained is put at 4,300,900,000. The average number of letters delivered to each person was 61.2; or of postal packets generally, 101.3 to each individual. Of all these only 26,707,983 were undelivered, "for want of proper addresses." Any one of those undelivered missives could be traced on enquiry, so perfect is the system and the administration of this colossal concern. The number of letters going astray, or of enquiries for letters alleged to have gone astray in the post, is so small in proportion to the quantity handled, that it would require several decimals to give the correct ratio. So profound is the confidence of the general public in the Post Office, that if a person is satisfied that his letter has actually been deposited in any one of the 22,850 post offices of the United Kingdom, he or she has no further concern as to its fate. It is, granted that it is sufficiently addressed, a practical certainty that it will be delivered in due course to the right place and party. Only nineteen millions of letters were registered last year, a further indication of public confidence; and the number is said to be decreasing. All classes of unregistered packets, except newspapers, show an increase. The increase per cent. in the volume of postcards was as high as 25.5 per cent., chiefly due, of course, to the picture postcard craze. Slackness of trade, and the great extension of the telephone system, affect the volume of post office business in England; but there is no recent record of its ever having suffered by reason of lack of public confidence.

The Hongkong Post Office is a fleabite to the G.P.O., and the statistics of its

turnover, were they available, would appear contemptible in comparison with the figures just quoted. Yet to Hongkong, consideration of its system and administration is of greater interest and importance than those figures from the Home country. Its revenue last year was \$66,541.08 less than the estimated receipts, \$475,000. The sum of \$316,756.56 (\$31,484.44 less than the estimate), was expended. The profit on last year's working of the local post office is thus shown to be \$91,702.36. We have just elaborated and emphasised the British confidence in the British post office. In view of the amount paid locally for its services, and in view of the profits it is making, we have a right to ask if there is a corresponding confidence in the local system and administration. If there is not, we may anticipate a decrease. Locally, the chit-coolie will then threaten purely local postal business, as the telephones have done in the large cities of Great Britain. We do not profess to speak at present for the whole public of Hongkong; but we are in a position to announce that in certain quarters there is not the feeling of confidence there ought to be, but a growing feeling of distrust. Complaints in the Press have been so numerous as to provoke a remonstrance from the Postal officials, who said on one occasion that if the public would make its complaints direct, they would be more sure to obtain results. We would very much like to be informed how many private complaints have been received and dealt with last year, or in the first quarter of the present year. We make these observations now in the hope that an official enquiry will be made. In the meantime, we would be glad to receive communications from correspondents, either confidential or for publication, of reasonably authenticated cases of letters etc., going astray. We will not refer to the complaints from North China and Japan about the local method of despatching mails. That can wait. We will not dwell upon the notorious fact that the local postmen, when accosted by an enquiry if there be any letter for the speaker, are in the habit of cheerfully handing over to TOM, DICK, or HARRY the whole bundle, and bidding him "look-see." We may, however, mention two typical instances to illustrate the indictment that will be forthcoming if there be any proper enquiry, and if the public offers evidence. In the first case, an old and trustworthy servant was sent to a pillar box not fifty yards from the house to post a letter for town delivery. It is certain that it was correctly addressed and sufficiently stamped, both from the evidence of the sender and the admission that no such letter is detained at the post office. It is almost humanly certain that the letter was posted as alleged. Complaint was addressed to the Postmaster on 10th April, two or three days after the posting, and elicited an enquiry as to who posted the letter. No further report has been received, and the missing letter has not yet reached its destination a few minutes distant. In the second instance there is another local letter missing, certified to have been posted in person by the same European to whom the first was addressed. It was posted at six p.m. on the 21st inst., in the head-office-box that is labelled "town delivery"; it was correctly addressed to a well-known house in Caine Road; and it was properly stamped. It has not yet been delivered. It should perhaps be stated that another letter posted at the same time and place, also for town delivery, was received by the addressee about eleven o'clock the next morning. This case has not been

reported to the local post-office. So little satisfaction is the outcome of the trouble involved that it is unlikely to be so reported. Our point is that the failure of only one letter, properly stamped and addressed, to reach its addressee, is regrettable; that two, within a short period, belonging to one citizen, going astray is a very bad sign; and that the presumption is that such cases are more numerous than is suspected. Is it possible to discover to what extent these disturbing fears are well founded? In case the post-office is not in a position, or refuses, to divulge the number of complaints received in a given period, may we rely upon the public to offer what evidence it can in its own obvious interests?

CORRECTED IMPRESSIONS.

Daily Press, 27th April.

It would probably be difficult to find a better illustration of the manner in which national character is apt to be misunderstood than that which is afforded by a comparison of the estimate which was made in former days of the relative merits of the Japanese and the Chinese, with what has been since proved by the test of facts. It was long believed that the Japanese, while possessed of much quickness of intellect, were inferior to the Chinese in solid judgment and staying power, which are of so much more value in the practical affairs of life. The best authorities were in the habit of speaking of the Japanese as a bright and friendly people, but one by no means to be compared with the Chinese as to perseverance and soundness of judgment. Such was the view, which was given by a well known official, who had been many years *Chargé d'Affaires* in Japan, and had also had lengthened experience, in various positions, of the Chinese. It would, however, be interesting to know what those who held these views would say of the Japanese in the light of more recent events, in which, beyond any question, the Japanese have shown themselves possessed, in a marked degree, of the particular qualities in which they were supposed to be lacking, and which were attributed to the Chinese. So far as the Japanese were known in former times, there seemed some sort of ground for imagining that they might be merely an imitative people, and were inclined to adopt changes rather too rapidly to be relied upon as likely to be adhered to. In this respect, however, probably the common error was fallen into of imagining that those who come to conclusions with an appearance of rapidity necessarily do so superficially. This, however, by no means follows. There are many people who have the power of deciding both rapidly and accurately; while it may happen that conclusions apparently arrived at without much reflection, are really the result of long and careful study of the subjects to which they apply, though not in connection with the particular circumstances which call forth a special judgment with regard to them. It has now been shown that the Japanese have all along been much more masters of political facts than was before supposed. The Chinese, on the other hand, have always assumed an air of grave deliberation which has caused them to be credited with more wisdom than they really possessed. The idea, however, that the Japanese were superficial has been entirely dissipated of late; and it is indeed strange that such an opinion should have been so long entertained even by people of large knowledge and observation. Russia has, of course, been among the most conspicuous of those who have misunderstood the Japanese. It is only fair to admit that it is easy to be wise after

the event, and that Russia was certainly not alone in this mistake. In speaking of the character of the Japanese, care must be taken not to fall into the common error of estimating a whole nation from particular classes. At the present time the popular estimate of the Japanese is in many ways defective from this cause. There is a marked difference in tone between the different classes, which ought not to be overlooked. For example, in merely commercial dealings the Japanese, speaking generally, are not found to be so reliable as the Chinese. On the other hand, in official and international matters they are far more reliable—being in these two respects precisely the opposite of the Chinese. Those who judge of them merely from their knowledge of the official classes, and of their public acts, may be apt to overestimate the probity of the nation as a whole, while others, coming to their conclusions merely from their commercial intercourse, are likely to fall into the opposite error. The latter defect will probably be corrected by time. So shrewd a people will discover that reliability is a valuable asset in business, and that in the main it is good policy to adhere rigidly to obligations, a fact which has certainly been fully recognised by the Japanese in official quarters. In other directions, there are many people who are inclined to attribute to the Japanese as a whole people both virtues and faults upon a very slender knowledge of the true state of the case. Some have gone to lengths of admiration which appear absurd to those who know the actual facts, and who must smile while half informed enthusiasts expatiate upon Japan and Japanese civilisation as if they were actually in advance of anything the world had ever seen before. Looked at, however, collectively, and in their national life, the Japanese undoubtedly have shown qualities which command our admiration and respect, and among these not the least is an instinct for justice unusual among Asiatic peoples. If convinced that a line of action is right they are not disposed to allow side considerations to influence them; and on the other hand they are not disposed to alter their policy until they have thoroughly considered the whole of the facts, *pro* and *con*, with reference to it. The idea that such a people had only adopted a thin veneer of civilisation was cherished by Russia long after other nations had perceived that there was something much more solid in the changes which had been adopted; and the events which have occurred since the outbreak of the war must have convinced all who are capable of conviction, that the notion that Japan is likely to recede from the position which she has taken up in respect to modern progress and civilisation must be finally abandoned. In this respect many people have judged of Japan by analogy with China. The latter has so repeatedly made a show of advance, and after a time returned to her old-world ways, that those who judged upon this basis might easily be mistaken, and might conclude that the progress in Japan was as much upon the surface only as much that has been mistaken for progress in China has often proved to be. This view, however, has been now shown to be very wide of the fact; and no one can doubt that the Japanese have well thought out what they were doing in the changes and reforms which brought them into line with European nations, and, having deliberately adopted that policy, they will adhere to it, and continue to advance in the direction in which they have made so wonderful a beginning.

MATTER FOR REFLECTION.

(Daily Press 28th April.)

A very pretty study is offered to sociologists, biologists, moralists, and politicians (Imperialist or otherwise), by a collation of the birth and death rates of the world. As yet, all the necessary figures are not obtainable, the average birthrate for China, for example, continuing to be represented by "x." Victims of the Yellow Peril nervous fever would be particularly interested in a discovery of this unknown quantity, for a reason that will presently appear. Everybody knows in a general way that elephants are not so prolific as mice; and pietists who know that the round world was made for man's enjoyment, congratulate themselves upon the excellent arrangements that appear to have been made for their comfort and safety. When HERBERT SPENCER established as a principle of biology the "antagonism of individuation and genesis"—a principle now admitted into the category of scientific truisms—he drew attention to a startling fact. Not only did this rule of infecundous aristocracy apply to the animal kingdom generally: it applied also to the species. The more highly developed becomes the individual type, the less easily does it recreate itself. DARWIN's line of development by selection of affinities seems to have its terminus in a cul-de-sac of Nature's ordering. The ascent of man, like the rise of the Tower of Babel, is subject to a mysterious limitation. The relevance of all this becomes apparent when it is announced that, according to population statistics, the Caucasian seems to be reaching the mysterious limit. The study becomes pretty when we realise that the fact and its figures can be regarded in various ways. President ROOSEVELT with his "race suicide" alarm, takes the evidence as proving that BRETT HARTE had reason for asking if the Caucasian were "played out." Sociologists see in the same figures a bright and cheerful evidence of the high point of development that civilisation has attained. They say that life must now be worth living, and the nation happier, even if it be not so numerically strong as before. Curiously enough, Russia and Japan are the only "civilized" peoples whose birthrate is not diminishing. In France, we have been told often enough, the birthrate is lower than in any other civilized country, and the Government of the Republic, far from rejoicing at this hall-mark of typical advance, is alarmed and resorting to various political measures of combatting the decrease. In Germany the same feature is observable. The average birthrate of Berlin has steadily fallen since 1875, having declined from forty-five per thousand to twenty-eight per thousand in the last twenty-five years. The "race suicide" appears also in Great Britain. The average birthrate for 1903, published last month as 27.9 per thousand, is the lowest yet reached. In the last quarter of a century the natural increase of population by births out-numbering deaths has been reduced from 15.09 per cent. to 12.39 per cent. Imperialists call it degeneration; the Spencerians are pleased with it for the reasons already outlined. But it is the Australian figures which alarm the Yellow Peril folk. An Australian Commission has discovered that the population of the island continent is a million less than it ought to be under natural progress. The Australian woman waits much longer to marry than formerly. Japan's birthrate has in ten years risen from 26.8 to 32.7 per thousand. They are,

like the Australians, civilised; but apparently have not suffered the physical deterioration that comes of life in big cities. Pathologically, they are tougher. Their population increases fast, but Australia's decreases faster still. Hence the "Yellow Peril." Other interesting speculations might be found in the differing standards of sexual morality of the old and new civilizations; and it is feasible also to compare the obvious merits of the coarser clay of a new civilization with the physical unfitness of the old which plumes itself on the dizzy altitude to which its finicking conventions are supposed to have elevated it. But as these points threaten to become too abstruse, we may leave the philosophers to wrestle with them.

ARMY AND PRESS AT HONGKONG.

(Daily Press, 29th April.)

We have been invited to tell an officer of His Majesty's army in Hongkong how we were able to make our yesterday's announcements regarding military movements. We protest that this is a most unfair thing to expect, if it ever really was expected; for it has always been exceedingly difficult to obtain naval and military intelligence in Hongkong; and, in our experience, impossible to extract it from the officials themselves. Why, then, should they expect a newspaper to tell them all they would like to know? While we welcome the official annoyance as in a great measure confirmatory of the truth of the news we published, we regret for more than one reason the distress it appears to have caused to officers who feel that they are, quite unjustly, under suspicion; and in the spirit of fairplay we have made the concession of announcing that not one of the officials concerned was guilty of a breach of trust, or of whatever name the authorities like to call the offence of communicating to a newspaper. Another reason for our regret is that the higher officers seem to have such a poor opinion of the morale of their service, an opinion which we do not share. If British officers were bribable, or could be induced in any way within our means to divulge information of interest, we have no doubt that, heinous as it sounds, some newspaper might be tempted to avail itself of such a source of information. For our part, we have too high an opinion of the British officer to endeavour to corrupt him, even supposing we were disposed to descend to such methods. That no such thing goes on in Hongkong is abundantly evident in the dearth of this particular class of news, and the complaints sometimes made of official reticence even in cases where information would be of interest publicly, and non-prejudicial officially. After all, what are these official "secrets" about which fuss is sometimes made? Things that anybody, loitering in the right place at the right time, can see for himself; and when the newspaper reporter has the proper "savvy," knows all the circumstances of the "crisis," understands what is usual and probable in such circumstances, it is not a superhuman task to put two and two together and make three and three quarters of it. For the item which has apparently rendered the loyalty of the Ordnance staff suspect, we were in no way indebted to the Ordnance Service at all. When it is learned that guns are being mounted somewhere in Hongkong, it does not require a gift of second-sight to see and say that they would be issued by the Ordnance Department; and if the Ordnance Department were

doing anything, it would be only common sense to declare that they had received orders to do it. In the same way, when a British officer betrays an intense anxiety to learn if any of his command have said something, it requires no prescience to be assured that they are suspected of having done so; and when we know that they haven't, we may argue that somewhere higher still is an officer who believes quite erroneously that they have, or such enquiries would never be made. We have just expressed our faith in the integrity of the British Army Officer. History not yet stale, as well as this local incident, debars us from crediting some of them with half the ability for working out the sum of $2+2=X$, which other smaller men enjoy. If every button on a military tunic is to be an official secret, the sooner Hongkong copies India or Japan the better will they preserve their absurd "secrets," for the apprehension of which a bicycle and a notebook would be much more cheaply efficacious than any scheme to corrupt the soldier-men themselves.

THERAPEUTICS IN CHINA.

(Daily Press, 1st May.)

THE Inspectorate General of Customs for China is an institution whose existence is a thing of joy to both White and Yellow; and the latest yellow and white publication of the Statistical Department is almost enough evidence to persuade us that, without any other *raison d'être*, its function as a purveyor of information about things Chinese gives it an all-sufficing cachet. This second number of the "special series" will, we hope, be followed by many more. It deals with a number of special medical reports concerning China. It appears that a suggestion was made to Sir ROBERT HART, the Inspector General, that he ought to take advantage of the favourable position occupied by the Customs Establishment, for procuring information with regard to disease amongst foreigners and natives in China. He accepted the suggestion, and each half year the valuable information so obtained is to be published. "If carried out to the extent hoped for," he says, "the scheme may prove highly useful to the medical profession both in China and at Home, and to the public generally." And, to quote his own words again, "considering the number of places at which the Customs Inspectorate has established offices, the thousands of miles north and south and east and west over which these offices are scattered, the varieties of climate, and the peculiar conditions to which, under such different circumstances, life and health are subjected," we think the veteran sinologue and "philosinimist" might have substituted "will" for "may" without transgressing the rules of modesty. The first eleven reports contain even for the layman much information of absorbing interest. Dr. J. H. MCCARTNEY, dealing with Chungking, where the gun-boats stay three fourths of each year, calls it the healthiest port on the river. In one case of small-pox, a child contracted the disease by playing with a cat which had been nursed by another patient. Hot sunshine on fresh excavations started an epidemic of malarial fever. The Doctor furnished a shocking photograph of a Chinese woman with a tumour weighing 82 lbs. 6 ozs. Her own weight was not much more. Dr. J. S. GRANT credits Ningpo with a record year of disease, seven foreigners out of 95 succumbing. He suggests that the remittent and typhoid fevers of China may be so similar that mistaken diagnoses are easy. Wenchow, of which Dr. W. E.

PLUMMER reports favourably, was distinguished by an epidemic of cerebrospinal meningitis, now rife in Germany and North America. There were many deaths. Plague is unknown at Wenchow, although there is frequent junk intercourse with Foochow. According to Dr. H. M. McCANDLISS, Hoihow is remarkably free from disease; but his report, having little information to offer, includes some pertinent comments on Sir ROBERT HART's scheme, showing how it must benefit the Chinese ultimately. Posters telling the Chinese necessary things about the causes and symptoms of epidemics are recommended. Surgery in this district seems to be the chief feature. After describing some critical operations, Dr. McCANDLISS concludes:—

"Surgeons to the Chinese learn after a while to enjoy elation with reserve. As for a case in point: the writer operated about 10 years ago and constructed a nose, taking tissue partly from the forehead and partly from the cheek, and congratulated himself on his success. Two months ago the man returned with another complaint, and I found that the nose had shrunk to a most inconsequential knob."

There follow Dr. J. H. LOWRY's short report from Pakhoi, another from Mengtz, by Dr. G. BARBEZIEUX, and one from Dr. RAM LILL SIRCAR at Tengyueh, in which a Chinese method of inoculation ("blowing the scabs of small-pox vesicles up the nostrils of children") is described. At Wuhu, treated by Dr. A. SHARP DEANE, foreign vaccination is much more popular. Very numerous illnesses of foreigners on steamers travelling up the Yangtze were noted, and it is suggested that owners of steamers ought to provide some accommodation here for their employees and passengers who need it. The only place at present is Dr. HART's surgical institution; and we quite agree that it is not fair to crowd it with infectious and other cases, the number of which is increasing almost every day. Dr. DAVENPORT's report on the health of Canton will be reproduced shortly. This first number of a very useful new series closes with Dr. BARBEZIEUX's clinical notes on leprosy, from observations carefully made in Yunnan.

SUPREME COURT.

Thursday, 20th April.

IN BANKRUPTCY.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE).

Mr. R. A. Harding petitioned that a receiving order be made re Wong Luk Wan. The assets were \$61,500 worth of property carrying mortgage to the extent of \$47,000, and the debts were \$25,000.

An order was made.

Mr. Almada e Castro, on behalf of a creditor, petitioned for a receiving order re the property of two Chinamen who have been carrying on business under the style of the Li Fung, gold leaf merchants, No. 63, Bonham Strand. The assets were \$5,000, value of certain trade marks; and \$120,000 from various persons, of which \$40,000 was recoverable. The liabilities amounted to \$250,000.

An order was made.

In the case of the Li Hing firm *exparte* Man Po, Mr. F. Paget Hett, on behalf of a petitioning creditor, asked for a receiving order. The assets amounted to \$1,235,983.55, and liabilities \$1,050,000. The firm had made acts of bankruptcy.

An order was made.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SERCOMBE SMITH
(PUISNE JUDGE).

CONTEMPT OF COURT—PERJURY.

Cheang Moon Chai claimed \$25, money deposited for due performance of a lease. The defendant, a fishmonger, denied receiving the money and said his name was not Tse Fuk Tim, as stated, but Tse Ping Fuk. He called three witnesses, two of whom said his name was Tse Fuk Tim.

His Honour—It is quite obvious you have been lying hard. Have you any reason to give why you should not go to prison?

Defendant—I should ask to have the case adjourned to get legal advice.

His Honour repeated his question.

Defendant—I do not see why you should send me to prison.

His Honour—The reason is, you are not speaking the truth. I give judgment for the plaintiff with costs, and I give you fourteen days' hard labour.

VOJACEK v. VON UFFEL: PILLIS v. VON UFFEL.

Judgment was given in this case. Mr. H. W. Looker appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., instructed by Mr. Hursthouse (of Messrs. Dennys and Bowley) for the defendants.

His Honour said:—These are two actions brought by Vojacek and Pillis against the same defendant Von Uffel. They were heard together, because their circumstances overlapped and they were based on like claims to remuneration for services rendered. Both plaintiffs must succeed but not to the extent of the whole amount of their claims for \$400 and \$250 respectively. The defendant was sued in his private capacity and not as a partner in the firm of Schwer, Uffel and Co. It appears that, for some time past, the defendant had been blamed by his partners in Europe for his manner of conducting the business in the East and that matters culminated in an unsuccessful action for dissolution of partnership being brought in Hamburg. The claims of the two several plaintiffs are for remuneration for work alleged to have been done by them in helping defendant to prepare answers to the complaints made against him in his partners' letters and to the charges formulated in the writ in the Hamburg action which was served here on the 6th December, 1904. The claims further relate to work done in the preparation of copies of a private code to be used by the defendant for working with agents other than his partners in Europe, who he alleges, were not carrying out the partnership agreement. The defence to the claims is threefold. First it is contended that the defendant is wrongly sued in his private capacity because the work done was done for his firm. Secondly, it is contended that there was no express contract to pay for any extra work done, and that the case of Bell v. Drummond 2 Peake N.P. cases 45, lays it down that a clerk engaged on a fixed stipend is not entitled to further remuneration if his work increases, unless there is an express contract by his employer to pay for such extra work. Thirdly, it was said that the amounts claimed were grossly in excess of the value of the time and labour expended by the plaintiffs on behalf of the defendant, if the Court held that the work was done for the defendant in his private capacity. These were the grounds of defence applicable to both claims. As regards Pillis, there was another defence, viz: that he had already been paid, because Von Uffel had handed money to Vojacek to pay to Pillis. I have come to the conclusion that various sums totalling \$185 were from time to time handed by defendant to Vojacek to pay to Pillis and were not so paid. But if a master pays money to one servant to be paid to a second servant and that first servant fails in his duty, the master is clearly liable to pay the second servant, and has a remedy against the first servant. As regards the three general defences already mentioned, I am of opinion that when a partner is called upon by his other partners to give explanations of how the business is being conducted, such partners may call on the servants of the firm to do the extra work involved in laying the affairs of the firm before

the absent partners, and that such servants are not entitled to additional remuneration unless it has been expressly contracted for. I cannot therefore allow any portion of these two claims which relate to work of this nature: for I hold that Von Uffel made no promise to remunerate for such extra work. But when it comes to the servants of a firm being employed to do extra work in helping one partner to prepare his defence to an action brought against him by the other partners, I am of opinion that these servants are no longer working for the firm but for the individual partner as a private person. If such work is done with the knowledge and sanction of the one partner, the law implies a promise by him to pay reasonable remuneration for services thus rendered. The case of Bell v. Drummond is therefore clearly distinguishable from the present case. As already intimated, I agree with the third ground of defence that the claims are both far too large. With respect to the private Code, I cannot be influenced by the views of the defendant as to whether it was being prepared for the firm or for his private use. By the terms of the partnership agreement, his partners in Europe were to be the firm's agents in Europe. This prohibited the defendant from employing other agents in Europe. And so long as the partnership endured, the defendant was not at liberty, without the consent of his partners, to employ other agents. Such consent was never given. Therefore, it was only in a case of dissolution of partnership that the defendant would be entitled to appoint new agents who would be his agents or the agents of any new firm which might be constituted with him as a partner. I am of opinion, therefore, that the work on the private code was work done for Von Uffel in his private capacity.

In the case of Pillis, I allow \$65. That was the sum which the defendant says he told Vojacek to pay to Pillis up to the 15th January, after which Pillis did firm work, if any work. If this sum had not been enough, I am sure Vojacek would not have refrained from demanding more. And though Pillis was the servant of Von Uffel, yet his work was done under the superintendence of Vojacek.

As regards Vojacek's claim, I must preface my finding by saying that I think that Von Uffel has given the more reliable account of what occurred. I need not say more. I find that Vojacek did some work for Von Uffel in connection with the private code; but it was very slight work. For it I allow him \$10. Vojacek also helped Von Uffel to prepare for the trial of the action in Hamburg. He worked at this for about a month from 6th December to say the 10th January; but that he worked on an average 5 hours overtime a day for that period, I do not believe. Moreover, I hold that he was never paid at the rate of \$1 an hour or at any other rate, for overtime work for the firm. He is wrong, therefore, in computing his claim on the basis of \$1 an hour. I am aware that overtime work is more highly paid than work in ordinary hours. But allowing for that, I am of opinion that a sum of \$50 will adequately compensate him. He has received \$185 out of firm money to be paid to Pillis and has not paid it. That sum may have to be accounted for later: but I cannot set off firm money against money owing personally from Von Uffel. There will, therefore, be judgment for Messrs. Vojacek and Pillis for \$60 and \$65 respectively with costs. There will be two sets of costs up to the hearing, but only one set of costs for the hearing.

Wednesday, 26th April.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SERCOMBE SMITH
(PUISNE JUDGE).

LI FUNG MAN v. TAM CHAK U AND TAM SUN TING.

This was a claim for \$1,000, due on an alleged promissory note dated 30th July 1904, given by the first defendant to the Lai Fung Bank, and secured by the second defendant and endorsed to the plaintiff by the said bank. Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. Almada e Castro for the defendants.

Mr. Beavis said he understood that the only point Mr. Almada raised was that the document was not a promissory note and, therefore, not negotiable.

Evidence for the plaintiff was led.

Mr. Almada called no evidence.

The arguments are set out in His Honour's judgment.

His Honour said:—This action is between Li Fung Man and two persons called Tam Chak U and Tam Sun Ting. Tam Chak U signed a document in favour of the Lai Fung Bank, and Tam Sun Ting was guarantor of that document. That document was endorsed by the Lai Fung Bank to the plaintiff, who sues the maker, Tam Chak U, and the original guarantor, Tam Sun Ting. The document is in the following words:—

("I) have now borrowed from the Lai Fung Bank the exact sum of \$1,000 in current bank-notes. It is optional to exact re-payment at any time and no default will be made. This is proof.

Guarantee for re-payment

Tam Sun Ting.

Kwong Sui 30th year 6th moon 18th day
(30-7-04)

Tam Chak U

True handwriting;

(Endorsement on the back)

The money in this note please hand over to Li Fung Man to receive.

Kwong Sui 30th year 12th moon 18th day
(23-1-05)

Shi Wan Chi handwriting

(Chop) The Lai Fung."

The defence is that this document is not a negotiable instrument: that only the original party, the Lai Fung Bank, to whom the document was given, could sue upon it and that, therefore, the present plaintiff, Li Fung Man, not being the party to whom the document was made ought to be non-suited, because he has no cause of action against the maker and guarantor. And it is said that the only way by which a cause of action could accrue to the plaintiff would be by a written notice of assignment given to the original debtors.

I remembered in the course of argument that a few years ago I delivered judgment in an action very similar to the present, and on looking up the records I find that in that action No. 1,056 of 1901, Chan Yik Cho v. Chan Po Shan, the plaintiff claimed from the defendant \$600, money due on a promissory note, dated the 7th April 1900, made and given by the defendant to one Li Lui Chiu and endorsed over by him to the plaintiff. The only difference between that document and the one in the present action is that the following words occur in the document the subject of the present action:—"No default will be made." In the document the subject of the former action these words did not appear. It is argued for the plaintiff that these words make all the difference, and that they are words from which a promise to pay on demand can be implied. That is, those words read with the words which immediately precede them, mean "You can come and ask me for this money at any moment, and when you ask me for this money I will promptly pay you."

In the former action I reviewed the authorities at some length, and I made these remarks:—

"These five cases are the only cases which I can find in the reports in which an implication of a promise to pay has been deduced from language which did not contain an explicit promise to pay.

"Each of these five cases contain words which manifestly indicate that an act is to be done by the person who gave the instrument: from this is inferred a promise to perform that act. The money is to be paid by the giver of the instrument: or the giver directs himself to pay the money: or the giver is to pay on demand. The principle governing these decisions appears to be that where a person who makes an instrument uses language therein which unmistakably points to an act to be performed by him he thereby promises by his language to perform that act."

Now I have already said there is a difference between these two documents, the old document and the present one. I remember that in deciding the old action I felt regret that I was

compelled to come to the decision to which I was bound to come on the authorities before me, and if I could have seen my way to read into that document an implied promise to pay I should have done so.

Unfortunately the notice of motion for leave to appeal against my decision which was filed in that action was withdrawn, and the decision of a higher court upon a question of great consequence to Chinese commercial documents, called *Kit tan*, was not obtained.

I think that the difference between the documents is vital and that the words "No default shall be made" contain an implied promise to pay on demand. I think it is quite fair to place the following construction on the second sentence of the present document:—"If you come and ask me for payment at any time I will make no default in payment; I will pay you there and then." That amounts to a promise to pay on demand, and enables me to do what is desirable, viz., to uphold as far as possible these documents current amongst Chinese. While I in no way depart from my decision in the former case I am prepared to uphold that a cause of action is made out in the present case and that the plaintiff must succeed.

I hope the defendants, if they are not satisfied with this judgment, will take it up to the Full Court and obtain the decision of the highest court in the Colony as to whether documents like the present one are promissory notes or not within the meaning of our own ordinances. It is very desirable that we should have this important matter settled. If the decision on appeal went against the present party for whom I give judgment it may be necessary for the Chinese to abandon their present form of borrowing notes and bring them into conformity with the English law, relating to promissory notes.

Mr. Castro asked for a stay of execution for ten days.

His Honour assented.

Thursday, 27th April.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SERCOMBE SMITH
(PUISNE JUDGE).

LI U LAN Y. HUNG LAN FIRM.

In this action Mr. O. D. Thomson appeared for the plaintiff and Mr. Dixon (of Mr. John Hasting's office) for the defence.

The plaintiff claimed \$602, \$552 being the balance of rent and taxes due from the defendants in respect of premises No. 149, Des Voeux Road Central, and \$50 damages done by the defendants to the said premises.

After hearing evidence for both sides, His Honour in giving judgment reviewed the case. He said that \$400 of the claim was for double rent, claimed, under Statute 11 of George 2, on account of the defendants failing to hand over the premises after having given notice. It was proved that due notice was given by the defendants to the plaintiff, notice that it was the intention of the defendants to give up their tenancy on the first day of the second Chinese moon of this year. When the plaintiff went to the premises, however, on the stipulated date he found the ground floor door locked and, therefore, could not get in. There were, moreover, some signs of occupation in the shape of some rope seen inside the house on the ground floor. The question arose as to whether the defendant was liable for this double rent, because he had not delivered up possession at the time contained in the notice he had sent. The ordinary rule was that the tenant must, on the expiration of his tenancy, deliver up the premises peacefully, for a landlord breaking into premises rendered himself liable to an indictment under a charge of forcible entry. Under these circumstances His Honour was of opinion that the plaintiff was entitled to receive this sum of \$400 for double rent. The balance of rent was not disputed.

His Honour thought \$25 ample for damages (stairs out of position, broken windows, and holes in wall), and gave judgment for \$577 with costs.

Friday, 28th April.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SERCOMBE SMITH
(PUISNE JUDGE).

HOTEL CHITS.

The Hongkong Hotel Company, Limited, sued Freiwald Vojacek for \$37.67, owing by the defendant for board and chits.

Defendant asked the Manager of the hotel (Mr. A. F. Davies) to produce the chits, amounting to between eight and nine dollars, mentioned in the bill.

The hotel shroff gave evidence that defendant tore up the chits after looking through them.

His Honour, to defendant—Do you want to go into the witness box?

The defendant hesitated.

His Honour—I advise you not. If you tell any untruths I shall send you to a place you won't like.

The defendant not giving evidence or calling witnesses, judgment was given against him with costs.

A QUESTION OF SIGNATURE.

Mr. R. A. Harding appeared on behalf of Chan Sik Ngan, who sued Wong Ma Shi for \$909.30, due on a promissory note.

Mr. Harding contended that though the promissory note was not signed by the defendant, a woman, but by her son, it was signed on her behalf.

According to the defendant the son was up country and not likely to return for some considerable time.

His Honour—Suppose I borrow \$500 from a man and I cannot write, and someone else signs my name, it might not be proved that I am responsible. She can always make her mark. It appears that the money was lent to the woman's son, and the parties got him to put his mother's name to the promissory note, knowing her to be a woman of some property.

After hearing the evidence, His Honour said:—It has not been proved that she borrowed the money, signed the note, or authorised her son to do so. Judgment for the defendant and costs.

MARINE MAGISTRATE'S COURT.

Wednesday, 26th April.

BEFORE HON. CAPT. L. A. W. BARNES
LAWRENCE, R.N. (MARINE MAGISTRATE).

CONTRABAND CARGO AND REFRACTORY CREW.

Robert Forsyth, Master of the British steamer *Beechley*, proceeded against twenty-one of the crew for impeding the progress of the ship by refusing to proceed to sea in the waters of the Colony on the 24th instant.

Robert Forsyth, sworn, stated. At 7 p.m. on the 24th instant when preparing to proceed to sea from this port, the members of the crew now in Court came aft in a body requesting to know the destination of the ship, as if she was going to Japan, they refused to proceed. On being informed that the port of destination was Nagasaki, they collectively and individually refused to proceed, giving as a reason that Shanghai was the port they signed on to go to. I pointed out to them that they agreed to proceed to Shanghai and or any other places within the limits of 75 deg. North and 60 deg. South. By so refusing the said members of the crew have prevented the clearing of the vessel. At 7.30 p.m. I again sent for these men and asked them to reconsider their decision, at the same time offering them a bonus of one month's wages per man, so as not to delay the ship. They again absolutely refused to proceed. At 5 p.m. on the 25th instant the aforesaid members of the crew were mustered and asked if (as they had stated) they thought there was danger of being seized by Japanese or Russian vessels of war. In the event of such happening I guaranteed to indemnify them for loss of personal effects, and to secure their wages till their return to the United Kingdom, they would fulfil their agreement and proceed in the ship. They one and all refused to accept any such offer.

The agreement was here produced. The clause affecting the case is as follows:—"That the men agree to proceed to any ports or places within the limits of 75 deg. North and 60 deg. South, commencing at Penarth and proceeding thence to Shanghai and or any other ports within the above limits."

J. Misok, Boatswain, stated:—I signed on last February to proceed in the vessel from Penarth to Shanghai. When the ship arrived in Durban, I heard a rumour that she was going to Hongkong for orders, and on arrival here I came aft with the other hands and asked the destination of the ship. The Captain informed us that she was going to Nagasaki, and we told him that we refused to go, because it was a dangerous thing to do, and we might lose our lives.

The remainder of the men stated that the foregoing remarks expressed their own views, and they refused because they were afraid to proceed.

Captain Forsyth, recalled:—My cargo was shipped at Penarth for Shanghai. When the men signed on no questions were asked by them—when the agreement was explained—neither has any question been asked, nor any trouble given, until arrival at this port.

J. Misok, Boatswain, recalled:—The rumour we heard at Durban about the ship's going to Hongkong for orders, came from the Chief officer. We were aware that Russia and Japan were at war when we signed on. We were also aware that coal is considered contraband of war by those countries. The Captain gave us to understand that the coal would be discharged at Shanghai.

Mr. Holm, carpenter, said:—Before signing on I asked the Chief officer, with whom I had served before, if the ship was likely to go to Japan. He replied that if the vessel did go to Japan or Russia there would be no harm in so doing.

By the Court:—I served in the *Beechley* on her last voyage, when she made a similar trip. The coal was discharged in Shanghai and we then took in a cargo for the South from Moji.

His Worship, in summing up, said:—There are points of view affecting this case which have to be taken into consideration. The first is that you deliberately signed articles to proceed to certain latitudes which embrace both Asiatic, Russian and Japanese ports, at a time when you knew those countries were at war, and when you also must have been fully aware that your cargo—coal, is regarded by those countries as "conditional contraband," and yet you wait until within measurable distance of your final port of discharge, which you were also aware was in the Far-East, to create difficulties which have involved serious delay to your ship, and consequent loss to her owners. In knowledge also of the fact that similar difficulties had been created during some considerable period before you signed on by other crews, yet you have deliberately chosen your own time to make representations on the subject now, instead of doing so when—before signing on—you had the opportunity. I assign no reason for your act beyond the statements you have made, but to show you the difficulties that sometimes occur in judging, these cases, I would point out that in one or two previous instances, where men have been similarly circumstanced, they have since declared that they were "put up jobs" before they signed on, with the intention of obtaining passages home spent in idleness, and to sue the owners for full wages to the time they arrived in England.

The second point requiring consideration is how far owners can be expected to go in having it stated on the agreements that their vessels are carrying contraband, for apparently without some such statement attitudes such as you men have taken up are rendered possible. An agreement to this effect in the ships' articles would condemn the cargo, if captured, without question; and running of contraband would practically have to be abandoned. If the reasoning power of crews during the earlier stages of the war were at fault when signing on, it can hardly be contended that it is the case now, twelve months later, when men must surely be aware what they are committing themselves to. No conclusion, that I am aware of, has been come to in England as to how these cases should be treated, but the line

I have consistently taken, since the commencement of the war, has been (and this is the third consideration I allude to) what risk is likely to be encountered in the voyage between Hongkong and the port the vessel clears for. If a possibility of capture and a personal danger to life may reasonably be thought to exist, I have not—in spite of the foregoing considerations—enacted the fulfilment of the agreement. On the other hand, where no apparent risk can be shown, I have endeavoured to point out to those concerned, and usually with success, that it is their duty to proceed; otherwise they are liable to punishment.

There is, however, one point unlike others I have dealt with, in your case, which has to be considered. It has transpired, and I have the declaration before me, that the coal your ship is carrying is not intended for either of the belligerent fleets, but is consigned to a firm in Nagasaki. Before coming to a decision I desire to give you men an opportunity to consider your position from the stand points I have placed before you, with a view to affording you an opportunity of returning to your duty. This the men refused to do, and His Worship continuing said:—

Although I have a statement to the effect that this coal is not intended for the use of either belligerent fleet, I have had to consider whether such statement would or would not be sufficient to prevent the ships' detention in the event of her capture, on the ground that such coal was being taken to a Japanese port. Such detention, until the case was tried by a Russian prize court, might reasonably be said to involve risk, and this being so, I am not prepared to insist that the men should proceed. On the other hand I am not going to allow the severance of your connection with your vessel, and have therefore made arrangement with Captain Forsyth, that you will be maintained in the Sailors' Home here until your vessel returns to port, failing which, other arrangements will be made for your future.

COMPANIES.

GEO. FENWICK & CO., LTD.

An extraordinary general meeting of Messrs. Geo. Fenwick & Co., Limited, was held at the Hongkong Hotel on the 25th April.

Mr. A. Rodger was in the chair and there were also present Messrs. Hart Buck, W. G. Winterburn, W. Parlance, J. R. Forbes, J. R. McCorquodale, J. D. Kinnaird and J. I. Andrew.

The CHAIRMAN—Gentlemen, this extraordinary meeting has been called as you are no doubt all aware, to propose and if thought fit, to pass a special resolution, which has been well advertised in the local newspapers. But before reading, and formally proposing the resolution, I would for your information like to make a few preliminary remarks. In 1902 the Hongkong Government began to put pressure on us to remove from our present works at Wanchai, by giving us notice of two years, to cease pursuing a noisy trade in that locality, and to our surprise on looking up our crown lease, which is for a term of 999 years, we found it stipulated that no noisy or other objectionable trade should be carried on there. As we are assured, that the same trade of Engineering, etc., had been carried on in the same premises for something like forty years, and as we were not then prepared to cease working or to remove elsewhere, we laid our case before one of the best legal authorities in the colony, and while his opinion was that seeing this trade of Engineers, etc., had been so long carried on there, that the Company acquired the property to continue the trade then carried on, and which had for so many years been in existence and that the Government had registered the Company for this specific purpose, that he was of the opinion that we could resist with a fair show of success if the case came before the Court; but that all things considered, he recommended that we should take the earliest opportunity of removing to another locality, and realizing that when the projected reclamation in front was begun and that we could not possibly get permission to carry on our business on the new reclamation, the present premises would be quite unsuit-

able for us being removed so far from the water frontage. Your directors then began to seriously examine various localities, where we might find a new and suitable place, and after much inquiry, examination and consideration, we finally decided that a site at North Point was the most suitable for us, and after some delay in making and agreeing to the necessary arrangements required by the Government, we finally acquired this site. As stated by the then chairman from the chair at one of our ordinary meetings some three years ago, temporary arrangements had been made to finance the scheme, and on the 30th June last, we issued a circular letter to all the shareholders notifying them of the land acquired, and of the necessity of increasing the Capital of the Company from \$150,000 to \$450,000 and inviting suggestions from them for our guidance in carrying the proposed scheme through. It is perhaps unfortunate being compelled to call up new Capital at this time when money is so scarce; but we trust it may be more plentiful by the 30th June, the date on which payment becomes due. It is our intention to issue 6,000 shares at twenty-five dollars each fully paid up, so that each registered shareholder will have an opportunity of taking up one new share for each old share he holds when the new shares are issued. Should we be successful in disposing of our Wanchai property at a good figure soon, we do not purpose issuing the remaining 6,000 shares. This property is in the market, and judging from the opinion expressed by the acting Director of Public Works at the Sanitary Board meeting some months ago that the inland lot occupied by No. 3 Police Station, Wanchai, would if sold by auction fetch \$6 per square foot, we are hopeful that our marine lot of 42,000 square feet held on a 999 years lease and carrying the proposed reclamation rights will fetch a good price some day soon. The new site we consider a most suitable one, the advantages of having a works on the Hongkong side of the harbour are great, and the electric tramway passing the premises has enhanced its value. We have a water frontage of 400 feet, with a depth of about 20 feet at low tide, and are hopeful that with brisk trade in the Colony, and good management, the undertaking will be a success; but it must be expected that until the place is completed and in good working order, we can hardly anticipate being able to pay the usual 15 per cent. dividend on the increased Capital. The new shares will rank equally with the old shares so far as dividends are concerned from the 1st July, 1905. The CHAIRMAN then read the following resolution:—

"That the Capital of the Company be increased from \$150,000 to \$450,000 by the creation of 12,000 new Shares of \$25 each; that 6,000 of the said new Shares be offered to the parties who on the 29th day of April, 1905, shall be Members in proportion to the existing shares held by them; that the full amount of each of the said 6,000 new shares taken up be paid to the Company either (without interest thereon) on or before the 30th day of June, 1905, or (with interest thereon at the rate of \$12 per cent. per annum from the 30th June, 1905, to the 14th August, 1905, or for such lesser period as the Directors shall from time to time or at any time determine) on or before the 15th August, 1905; and that the remaining 6,000 new shares be offered to such parties, at such time or times and upon such terms and conditions as the Directors shall think fit and determine."

The CHAIRMAN—If any gentleman present wants any further information I will be pleased to give it to the best of my ability.

There were no questions.

The CHAIRMAN moved and Mr. FORBES seconded the adoption of the resolution. This was carried.

The CHAIRMAN—We have asked Mr. Hart Buck to rejoin the Board of Directors and I am pleased to say that he has accepted. Thank you for your attendance, gentlemen.

THE SHANGHAI MUTUAL TELEPHONE CO., LD.

The Directors have to report satisfactory progress in the shape of new telephones connected with the Exchange and in the conduct of the service generally.

The amount available for appropriation is Tls 76,937.01 which the Directors suggest should be distributed in the following manner:—

	Tls.
Directors' and Auditor's Fees	1,756.00
Secretary and General Manager	3,528.00
1,764 Telephones at Tls. 2	26,600.00
Pay four taels per share to shareholders, equal to 8 per cent.	45,000.00
Raise the Reserve Fund to Tls. 90,000 by placing to it	59.01
Carry forward to new account	
Total .. Tls.	76,937.01

HONGKONG NEUTRALITY.

EXTRAORDINARY PREPARATIONS.

Hongkong's duty is obviously to maintain neutrality, not of the benevolent French kind, but of the strictest. Some facts gathered on April 27th indicate that the Authorities are fully awake to their responsibilities.

The Ordnance Department received instructions, we learn, to issue four (4) twelve pounder (12 cwt.) quick firing guns, which were to be mounted on Stonecutters Island yesterday (Thursday) afternoon.

H.M.S. *Wibion* is being repaired rapidly. The Fleet is now said to be to the southward of the island. The *Hardinge* (transport) has been detained, guns are being issued; and everything points to the fact that the Governor, the Admiral, and the General are on the alert; and determined to be ready, forcibly if necessary, to prevent any breach of neutrality.

The prevailing feeling in naval and military circles yesterday was decidedly one of anxiety and unrest.

THE "HARDINGE" DETAINED.

The transport *Hardinge*, on which the 93rd Burma embarked on April 27th has not yet left the harbour, and we learn that, owing to the presence of the Baltic Fleet in the vicinity His Excellency hesitates at present to allow the transport to sail. It is not supposed that the Fleet would molest the transport, but the reason for the detention of the ship is probably to be found in considerations of policy regarding the strength of the forces of the Colony at the present time.

The R.I.M. s.s. *Dufferin*, now on her way from Hongkong to Taku with Indian reliefs, ought to return to Hongkong with troops shortly. Unless the Baltic Fleet has by that time passed to the north, these may also be detained at Hongkong.

"TANGLIN" SIGNALLED BY RUSSIAN CRUISER.

The Norddeutscher Lloyd s.s. *Tanglin* arrived from Saigon on April 20th with a cargo of rice. The chief officer said that a Russian Hospital ship had called at Saigon and purchased 50,000 francs worth of provisions. The general feeling at Saigon is that the Baltic Fleet is in excellent condition, well provisioned and likely to put up a good fight. As far as can be judged the Russian policy is to wait for full reinforcements before proceeding north. There is a very strong pro-Russian feeling in the city, and a general idea that should the Japanese be victorious conditions for foreigners will become unbearable in the Far East.

While steaming on the passage from Saigon to Hongkong, off the Annam coast, a Russian cruiser shot out from the direction of Vung-ro Bay and signalled "What is your cargo?" After the *Tanglin's* reply the Russians wished her a pleasant voyage.

It was to be presumed that other ships of the Fleet were in Vung-ro Bay, which is a beautiful land-locked harbour immediately south of Cape Varela, forming a splendid haven of refuge in bad weather. A military fort regularly inhabited by a captain, two lieutenants and about twenty-five native soldiers is situated

on the western bank, being connected with the interior by a narrow path over hills. There is no local trade except by junks and native produce. The latter, very cheap, consists of poultry, fruit and vegetables. Indo-China currency is the standard, but Chinese or other money is acceptable. A plentiful water supply flows from the background highlands, and a thicket of virgin forest stretches across the country.

The following Government notification. (No. 225.) was issued:—

It is hereby notified that the terms of the Proclamation made by His Excellency the Governor on the 17th November, 1904, under the Military Stores (Prohibition of Exportation) Ordinance, 1862, will henceforward be strictly enforced with regard to coal, except with regard to such bunker coal as shall be supplied to any vessel with the consent of the Harbour Master.

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 20th April, 1905.

HOW CAMRANH BAY WAS LEFT.

From private sources comes a story for which we cannot vouch. It is to the effect that a French officer went off to the Armada in the Bay, and explained that he and his comrades would be delighted to welcome Admiral Rozhdestvensky to a longer stay; but that pressure from Paris necessitated the readiness of requesting as hasty a departure as possible. Glistening moisture in the eyes of the French officer convinced the Admiral of the sincerity of the sentiments expressed. Formal notifications he had calmly ignored, but this personal appeal touched him. He held out both hands, the two men embraced each other. Orders were issued. Next morning, at daylight, the Armada was not to be seen, only two ships remaining.

A "CONSPIRACY OF SILENCE" IN TONKIN.

We are informed by a correspondent that telegrams to be dispatched from Tonkin have now to be visé by a censor.

We notice, too, that a writer in the Hanoi paper, *Avenir du Tonkin*, refers to a "Conspiracy of silence." An article headed "Courrier de Hanoi" begins with words to this effect: "The Russian Fleet has been for some hours anchored here in the Bay of Annam, and we know nothing. It is the conspiracy of silence. We can understand very well that the Government must show itself to be discreet, but there are moments when an official *communiqué* becomes necessary." The writer of the article fears the effect which the presence of the fleet might have on the native imagination.

REPORTED SALE OF A FRENCH STEAMER TO RUSSIA.

The Saigon correspondent of the *Avenir du Tonkin* states that the steamer *Eridan* has been sold privately to Russia by the Messageries Maritimes. She loaded coal and 250 bullocks, and left Saigon on the 17th inst. "but not to revictual the *Descartes*." All she had of value, such as armament, was taken out, as well as the effects of the crew. Only one officer remained on board with the bare number of sailors necessary for the navigation of the vessel. The correspondent also states that the *Mpdnjak*, belonging to the same Company has been notified to take off the crew of the *Eridan* in Kamranh Bay. Probably, the correspondent adds, a Russian crew will take possession of the vessel there. It is said that the M. M. Co. sold "this old ruin" for 60,000 piastres and that they have done an excellent stroke of business.

RE-VICTUALLING THE RUSSIAN SQUADRON.

A Saigon contemporary of the 19th inst. says: "Several more vessels yesterday left our port, going to revictual the Russian squadron. The rallying place appears to be Kamranh."

A LITTLE "AFFAIRE" AT SAIGON.

The following story of "misadventure" which befel an employee in a commercial house at Saigon is told in a Tonkin contemporary. The employee having made an important delivery of goods on board the Russian hospital-ship *Orel* had some difficulties with the officer who received the goods. He remained on board for the purpose of adjusting the difference in the course of the voyage down the river. As nothing was seen of the man of commerce when his return was expected it was believed that he

had not left the ship with the pilot at the Cape but had continued the voyage. But he did leave the ship at the Cape with the sum that he went to receive for provisions supplied by his firm, more than 20,000 francs.

A PRAYA "BUNDER"

A rumour was afloat on April 26th that one of the steamers of a well known line, carrying a cargo of provisions for the Baltic Fleet, wished to clear at the Harbour Office, and that the Harbour Master refused to grant a permit. Rumour went on to say that she left port without her clearance papers, but was intercepted by a British cruiser which had been communicated with by means of wireless telegraphy and ordered to return to Hongkong. A representative of the *Daily Press* yesterday interviewed the Hon. Captain Barnes-Lawrence with regard to this matter and learnt that it was a fiction. "What you have probably heard", said the Harbour Master, "is about a small French coastal steamer which had 150 tons of bunker coal aboard without my permission. The agent came to clear her, but I would not grant a permit until he made the necessary application to me for permission to carry the coal. This being done, the clearance was granted."

BRITISH CRUISERS.

Three battleships and two cruisers of the British Fleet, which were seen by the Captain of the s.s. *Ceylon* in the vicinity of Mirs Bay on Tuesday, were yesterday seen by Captain Hannah of the s.s. *Catchas*, which arrived from Singapore, steaming in a south westerly direction near Lingting Island.

BOKOTO ISLANDS.

On April 14th, it was announced in the *Tokyo Official Gazette* that the Law of Siege will be enforced in the Bokoto Islands, and their vicinity, until further notice.

STRANDING OF THE S.S. "KONG NAM."

PILOT JEOPARDISES HER SAFETY.

The following gentlemen, confirmed as a Marine Court, met at the Harbour Office on the 27th April to enquire into the circumstances connected with the stranding of the s.s. *Kong Nam* on Capsing Island on the 5th instant, viz.:—Hon. Capt. L. A. W. Barnes-Lawrence (President of the Court), Judge D'Arcy (Commander H.M.S. *Albion*), Captain J. G. Spence (s.s. *Lightning*), Captain P. H. Rolfe (s.s. *Yuen Sing*) and Capt. J. J. Loissius (s.s. *Kin Shan*), Master Mariners.

The first witness was Charles G. Frampton, Master of the *Kong Nam*, who deposed:—On the night of the 5th April I left the wharf at 7.15 p.m. on a voyage to Kongmoon and the West River. We proceeded down the South channel to the stream of the anchorage at Green Island. Myself and a native pilot were on deck also two Chinese at the wheel. When I cleared the shipping I told the Pilot to set the course across Capsimun N. W. half W. This was done. My compass is correct. When I was abreast of Chung Hue Point we were still steering the same course, and heading for the pass. I left the deck for about four minutes, and let the Pilot run the vessel himself. I told him before I went, to look out for the red light on Mahwan Island. When I returned for ward I found that he had hauled out West, when he should have set up to the Nor'ard. There were junks in the vicinity when I left the deck. After I had been there about five minutes I said "Hallo! Where's the red light?" It appears I mistook the big Mahwan Island for the small one, as I could not see the latter the night being very dark. At 8.5 p.m. I realised that I had made a mistake, as I saw the white beach of the small Mahwan Island. I thought I was a quarter of a mile off, and immediately reversed the engines and went full speed astern. I had about 250 souls on board the ship, so I did not try to get her off, as I had not enough boats. We swung the two boats out, and I told the passengers not to get frightened. I then sent up rockets and at 9.15 p.m. the first steam launch came. I sent as many passengers as possible away in her. During the time I sent this launch to Hongkong the *Hankow* and other boats sent over to see if I wanted assistance. The last lot of passengers was taken off at 2.15 a.m. on the 6th with all their baggage. During this time I found the water was gaining in

the hold. At 9.35 p.m. on the same evening all the fires were extinguished. At 10.45 p.m. the donkey engine stopped. The ship's head was west when she struck. I took soundings immediately the vessel took the ground and found the starboard side aft 12 feet amidships, 10 feet amidships and six feet forward. The port side was six feet aft, seven feet amidships and seven feet forward. The draft of the vessel on arrival at Hongkong was 9 feet 10 inches aft and 7 feet 3 inches forward.

By the Court: I was not taking soundings before the ship struck. The Pilot of the boat is left to his own resources to a certain extent. If I am in doubt, I question him about anything.

Witness continuing:—When the ship struck I communicated with the owner in Hongkong at the earliest opportunity. The owner arrived at noon on the 6th. He made inquiries and returned to Hongkong to make arrangements for salvage. On the 11th instant the draft of the vessel floating was 8 feet 6 inches aft and 6 feet 3 inches forward. The ship came off on the afternoon of the 11th when the draft was 6 feet forward and 3 feet aft. She was towed into Hongkong, and is now afloat.

By Commander D'Arcy: I was travelling at a speed of about nine knots after clearing the shipping.

Witness continuing: What the Pilot did when I went away he would not tell me. He has since run away. Having been up four times with the same pilot, I had perfect confidence in him. The only answer I could get from him as to how he got out of the course was—"Have made a mistake." I have been master of the ship for four months, and have made four trips in her. I did not reduce speed, as I thought I was clear.

[The chart of the course was here produced and the position verified by the Court.]

By Commander D'Arcy: When I rung down to go full speed astern, the engines answered satisfactorily.

To Sai, Quartermaster, declared:—I was steering on the *Kong Nam* on the 5th April from this port to Capsimun. I was steering when the ship went ashore. When I left the harbour the pilot told me to steer N.W. half W. I did so for a short time, and then the Pilot told me to steer N.W., which course I kept for about ten minutes. The course was then altered to N.W. half N. on the Pilot's instructions, and I steered in this direction for another ten minutes when the course ordered was N.W. one point north. This operation lasted five minutes. The Pilot then told me to alter the course to starboard a little, and afterwards to port. The direction of my steering, according to the compass, when the ship struck, was west. I do not know why the Pilot continued to alter the helm, as I did not see any other ships in sight. I gave ten minutes as the time I steered the various courses because the Pilot told me to do so.

Captain Frampton recalled, explained the steps he had taken to find the absconding Pilot.

The Court, after about half-an-hour's consideration, found as follows:—The s.s. *Kong Nam* which left Hongkong on a voyage to the West River took the ground on Capsing Island at 8.6 p.m. on the 5th instant and remained there until the forenoon of the 11th instant, when she was towed to Hongkong and placed on the slipway. She was found to have been strained, and to have a hole in her bottom. It appears from the evidence that the safety of the ship was in the first instance jeopardised by the Pilot altering the course during the Master's temporary absence from deck without any apparent reason. Also the judgment of the Master was faulty in not having reduced the speed after finding that the course was altered, and also in being mistaken in the identity of the island he was approaching. The Court was of opinion, however, that it was not necessary to deal with the Master's certificate.

His Excellency the Governor has been pleased to appoint the following gentlemen to be Public Vaccinators:—Jeu Hawk, M.D. (Oregon), Au Sz Cham, I.M.S. (Hongkong), and To Ying Kwan, I.M.S. (Hongkong). No. 205 Queen's Road East, and No. 42, First Street are additional public stations for the purpose of public vaccination.

HONGKONG PRODUCE AND THE IMPERIAL INSTITUTE.

Correspondence concerning the re-organisation and enlargement of the Hongkong Court at the Imperial Institute is published in the *Hongkong Government Gazette*. His Excellency the Governor has placed a collection of articles of Hongkong and South China production and manufacture in the hands of the Registrar General. Mr. Tuteber has twice visited the Imperial Institute and has carefully inspected the Hongkong and other Courts at the Imperial Institute which he was shown by the Superintendent, Mr. W. G. Freeman, who gave him much information respecting the details of arrangement, etc. The desirability of somewhat extending the area of the present space allotted to the Hongkong Court, which should be at least doubled in order to include the additional exhibits and to show these better than is possible in the present cramped space, is suggested. The Colony contributes a total annual sum of £36 17s. 0d. to the general expenses of the Imperial Institute and the upkeep of the Court, and it is suggested that this contribution be correspondingly increased.

The work of the Imperial Institute is to display and illustrate the natural resources and industries of the Colonies and India, to promote by scientific and technical investigation the commercial utilisation of the raw materials of the Empire, and to supply full information concerning the Colonies and Dependencies and their resources. In 1903 the Imperial Institute was transferred by Act of Parliament to the control of the Board of Trade. It is put forward that the Hongkong Court affords an opportunity of bringing to the notice of commercial men, and others, a representative collection, not only of the products and manufactures of the Colony itself, but also of the products of China. This idea is already attained to a certain extent, as the attached catalogue of exhibits indicates. Much, however, remains to be done. To this end the accompanying notes on the present condition and requirements of the Court are intended as suggestions, which, if carried out, would render the Court more representative of the products and resources of Hongkong and of its great importance as an entre-pôt of Chinese trade.

His Excellency the Governor thinks that the question of extending the area of the space allotted to the Hongkong Court and of correspondingly increasing the contribution from this Government had best be considered when the new collection is received in London.

MISGUIDED WOMEN.

A REAL YELLOW PERIL.

Three white women and their half-caste children, who were assisted by Custom House officers to escape from their Chinese homes up the West River, arrived here on April 22nd by the s.s. *Shumlee*. Two of them are Australians, and the third is from Chili. Two of the women and their children were taken in by the Italian Convent. In their Chinese homes they were beaten and generally treated badly by the respective first wives, who made them work in the fields and do other servile work. They were kept in close custody, one of the Australian women having thus suffered for six years.

A *Daily Press* representative on April 23rd interviewed the Reverend Mother of the Italian Convent. She said it was not an unusual thing for refugees of this description to come from the interior. They generally belonged to the unfortunate class of women, because it was seldom that one found them married. In Australia the Chinaman deceived these low-class women with promises he never intended to fulfil. When she arrived in the interior she found herself one of several "wives" a position most repugnant to any right-feeling white woman. The inevitable consequences follow. As the Rev. Mother expressed it:—"Indeed, these poor women receive their punishment in this world."

The Reverend Mother said she intended to apply to the Benevolent Society to send the women back to their respective homes. She did not know how the Commonwealth Government

would regard the children, but it seemed to be the duty of the community to do something.

Most women helped in this way showed but little gratitude, but the Reverend Mother cited one exception. Some years ago a Mauritian woman thus sought refuge at the Italian Convent and, through the Hon. Mr. A. W. Brewin was sent back to her country. Every year that woman wrote expressions of gratitude to the Convent. She was a very ignorant, but not a vicious woman.

The Reverend Mother admitted that it seemed to her undesirable for Europeans to marry Chinese, but said that when such couples approached a priest it was clearly his duty to marry them rather than let them live in sin. It appears very easy for Chinamen to marry (if they did really marry the women they lived with) Europeans in Australia. The Convent received Eurasian children as pupils without question.

During the last few days thirteen destitutes have been admitted into the Italian Convent. One was a Chinawoman who had been robbed, and there were three native children speaking an unknown dialect. "Almost every day destitutes are admitted," continued the Reverend Mother. We are so full that it has been found necessary to put beds in the corridor. "We are building an extension to accommodate 150 children. We have not sufficient funds to pay for it, but God will see to that. The money is not required for luxurious living or fine clothes."

A QUESTION OF PORT LAW.

The Captain of the R. I. M. S. *Hardinge* was summoned before Mr. F. A. Hazeland at the Police Court on the 29th April to say why he neglected to put rat flanges round his ship while lying alongside the wharf.

The Captain stated that on the 25th ult. P. C. 58 boarded his ship and asked the officer of the watch why he had not his rat flanges out. The officer replied that the *Hardinge* enjoyed the status of a ship of war, and the bye-laws did not apply to it. The constable told him that it was necessary to put the flanges on, and the officer again stated that he did not know the bye-laws applied to a Government vessel. The officer of the watch reported the matter to the first lieutenant who went to the Manager of the Kowloon Wharf and Godown Company and asked if he would supply the necessary flanges. The Manager said he would, but did not send them down. The lieutenant again called to remind him about the matter and the manager promised he would see to it, but failed to do so. He had neither received direct information from the authorities nor a copy of the bye laws of the port. The ship, which belonged to the Indian Government, had never been here before.

His Worship: I understand the Wharf and Godown Company always put the flanges up, but do not understand why there was a refusal in this case.

Inspector Langley: We don't know anything about the arrangements ships make with the Company, but hold the ship responsible.

The Captain: The first lieutenant did everything in his power to get the flanges. When he saw the Wharf and Godown manager he was assured by him that they would be put up but they were not. I submit I should have received official information.

Inspector Langley: When a merchant ship comes in she is supplied with a copy of the Port Regulations but this ship, having the status of a ship of war, was not supplied.

His Worship, to the Captain: If you are coming into port again, I should advise you to see the Manager of the Godown Company.

The Captain: If the Police had informed me, I should have seen that the matter was attended to.

His Worship: In a case like this the Police must see the Captain of the ship.

The Captain: The officer of the watch perhaps exceeded his authority in discussing the matter with the Police constable. However, there shall be no question about the matter next time we arrive. No offence was committed with intent.

His Worship: I cannot understand that part of the story with reference to the Godown

Manager's promising to put the flanges up and failing to do so.

The Captain: The first lieutenant saw him, and can explain.

His Worship: You are discharged with a caution.

GENERAL HATTON PRESENTS SPORTS TROPHIES.

The available space around the billiard table at which the final of the R.G.A. Sergeants Mess v. Police Billiard tournament was being played at the Soldiers' Club on April 28th was uncomfortably overcrowded, and late arrivals were unable to catch a glimpse of the game. Major-General Villiers Hatton was in attendance to present the Cups and medals, and also the Club's football and cricket challenge shields. There were also present Captain Fitzwilliams, A.S.C., Lt. Pesare, A.S.C., and Major Pedley, Captain Pack-Beresford and Captain Elgood of the R.W.K., F. J. Badaley (Captain Superintendent of Police), J. W. Hanson (Chief Detective Inspector) and C. D. Melbourne.

The final was played between Sgt. Pitt of the Police and Gr. Gainer, R.G.A., Pitt winning by 111 points, which gave the Police team the win.

The General was then called upon to present the medals, which he said it gave him great pleasure to do. He did not intend to make a speech, but was pleased to state that he had received a letter from the Military Authorities in India asking for information as to the running of the Soldiers' Club, as they wished to start one there on similar lines. The General then presented a cup to Inspector Withers as representative of the Police billiard team, another to Gr. Gainer for the highest break, which was 41, and the medals to the winning team. Sgt. Redmann was presented with the shield for the R. W. K. Football Club, and a representative of the Staff Department received the cricket shield.

PEKING UNIVERSITY.

Surprise has often been expressed lately as to the reason why, in view of the flourish of trumpets and high-sounding rhetoric which inaugurated the establishment of the Peking University, that institution has, so far, made not the slightest progress; the reply may be found in a correspondent's letter to hand namely, that the Chinese and Manchu Chancellors of the University, Chang Pei-hsi (President of the Board of Civil Appointments) and Yung Ch'ing (President of the Board of Revenue) have been bitter enemies ever since the latter was added to the institution as Manchu Chancellor of the University. The former despises the latter because his illiteracy does not fit him to be at the head of an institution of learning, while the latter, on the other hand, puts on the garment of superiority because he belongs to the conquering race. Hence whenever one introduces into the University a nominee of his own to be a member of the faculty, or head of department, his rival Chancellor makes it a point either to denounce the man to the Throne or remove him for some imaginary, or trifling mistake. With such a state of matters in an important public institution like the Peking University it is not surprising that the more thoughtful despair of finding any success in it.—*N. C. Daily News*.

WITHDRAWAL OF RUSSIAN FISHERY RIGHTS IN COREA.

A *Mainichi* telegram from Seoul, dated April 11th, states that the rights granted some time ago by the Korean Government to a Russian Count for whale fishing off Chosenpo and Shimpoo have now come to an end. Under the terms of the arrangement, the Count was to pay the Government an annual tax of 450 Yen and, it was provided, that if a year should elapse without this amount being paid the grant of rights should become void. As twelve months have passed since the tax was last paid, the concession has now been declared to be no longer in force.

REPORT ON PUBLIC WORKS.

The report of the Director of Public Works for 1904 is published in the current *Hongkong Government Gazette*. The actual expenditure for the year was \$2,011,437.77, or over \$660,000 greater than any previous year.

The amount of premium realized for land sales by auction was \$434,785, as against \$468,098 for 1903. The actual amount of premium paid into the treasury during the year was \$487,122.20 (to this should be added the sum of \$98,200, a portion of the premia realized by the sale of Marine Lot 289, which it was arranged should be paid in January, 1905), bringing the total up to \$585,322.20 or considerably over the estimate which was \$400,000. It included the following sums:—

Premia derived from sale of rights to erect piers \$28,179.25
Fees for boundary stones to mark lots 960.00

The land sales in the New Territory were very satisfactory, the total premia for lots sold by the Public Works Department amounting to \$23,325. It having proved too expensive to deal with applications for the purchase of small areas of land from this Department, the Assistant Land Officer for the New Territory was given authority to sell such small lots by Public Auction at the Branch Office, Tai-po. In addition to the nine lots stated above, therefore, 43 small lots were thus sold realizing \$1,177, making a total of \$24,502. In addition to the 43 lots, 18 permits to occupy land for short periods for storing and other purposes were issued, the fees for which amounted to \$83.10. A scheme for dividing the New Territory into suitable Districts for the purpose of land sales and the issue of leases was prepared but has not yet been finally approved.

Extensions.—The extensions granted in Hongkong were not important. Messrs. Blackhead & Co., the owners of Kowloon Marine Lot 34, were granted by the Secretary of State an area of 75,996 square feet, most of which was sea bed in front of and adjoining the lot; a small extension to Hong Hom Inland Lot 24 was also granted to the Dock Company.

Resumptions.—Arrangements were made with the owners of Kowloon Inland Lot 1011 to surrender a portion of the lot, required in carrying out the scheme for providing main thoroughfares in Kowloon, on payment of \$25,000, and also with the owners of lots 69A, 79, 80 and 81 for a portion of these lots for a similar purpose at a cost of \$25,000.

A portion of Inland Lot 8 having an area of 26,702 square feet, including a number of houses, was resumed under the Crown Lands Resumption Ordinance, 1900, in connection with the Kau U Fong Resumption Scheme, the total amount paid to owners being \$224,551.47.

Rural Building Lot 83 having an area of 1,650 square feet was surrendered to the Government by the owner for the sum of \$3,000, the area being required for the extension of the Chair Coolie Quarters at the Peak. Inland Lot 509 was purchased by the Government for waterworks purposes for the sum of \$6,500.

Grants on Short leases.—The grants on short leases included an area of 45,000 square feet which was leased to the Kowloon Bowling Green Club for a period of 3 years at an annual rental of \$86; an area of 260,448 square feet at Lai Chi Kok in the New Territory, leased to the Transvaal Mine Owners Association as an Emigration Camp for coolies bound for South Africa, for a period of 5 years at an annual rental of \$2,392; a quarry at Tai Wan in the New Territory having an area of 52,500 square feet, at an annual rental of \$300; and a wharf on the Sham Chun River in the New Territory for a period of 5 years at an annual rental of \$75.

Grant on nominal terms include:—In Hongkong.—An area of 54,450 square feet at Mount Caroline for burying funeral urns containing disinterred remains; an area of 48,382 square feet as an extension to the Jewish Cemetery; an area of 5,566 square feet for a District Watchmen's House at Wanchai; an area of 20,000 square feet as an extension to the Alice Memorial Hospital; and an area of 373,900 square feet for a Naval Infectious Diseases Hospital at Mount Parish.

In Kowloon.—An area of 5,200 square feet to the Church Missionary Society as a garden,

and an area of 21,000 square feet to the same Society for the erection of a Church and Minister's House. Both these grants are just within the old Boundary line South-west of Kowloon City.

In New Territory.—An area of 1,005 acres for a Christian Chinese Cemetery near Kowloon City, and an area of 4.75 acres at Sham Shui Po for a Chinese Cemetery.

Permits.—The permits to occupy lands for short periods comprise areas let for storage, boatbuilding, breaming and other purposes, and a few quarrying permits for the more remote parts of the New Territory.

Re-adjustments of Boundaries.—The re-adjustments of boundaries were mostly in connection with the lots for which it was not possible, from the nature of the sites, to define the limits accurately on the ground and were generally of small extent. The only case worthy of mention is one which Messrs. Blackhead & Co. gave up a portion of their lots for the purpose of widening Des Vœux Road, Kowloon, and were granted an area to the seaward side of their lots.

Conversion of Lots.—The only conversion of any importance was in the case of Inland Lots 501 and 502, situated at Praya East, which were converted into Marine Lot 283 in order that the owners might participate in the projected Reclamation Scheme.

A sum of \$4,552.75 was realized by the letting of sites for the erection of booths and stands at Happy Valley during the Race Meeting.

Squatters.—The number of Squatters Licences on the Roll at the commencement of the year was 975, representing an annual rental of \$2,410.13. During the year, 703 were written off, leaving 272 still on the roll; the fees received during the year amounted to \$2,340.32. The claim of several Squatters' Villages came before the Squatters' Board in March, and those whose claims were good were granted leases, but as a number of these people had already paid their Squatters' fees for the year it was decided to leave them on the roll and date their leases from 1st January, 1905.

Military Lands.—The negotiations between the Colonial Government and the Military Authorities for exchanges of land were still unconcluded at the close of the year. The Military Authorities were granted a lease for 10 years of an area a little over 255 acres in extent near Kowloon City as Rifle Ranges and Reserve in consideration of their having relinquished their Ranges on the site of King's Park, the Government agreeing to pay cost of construction of butts, &c., which, including a diversion of road and resumption of cultivated land within the area, amounted to \$26,450.52. The Ranges are practically completed.

Naval Lands.—The Admiralty were granted an area of 402,400 square feet in Kowloon for the purpose of erecting a coaling pier and boat shelter, also an area of 282 acres at Long Harbour and Jones Cove in the New Territory for the construction of Rifle Ranges, the land to revert to the Colonial Government whenever it ceases to be used for this purpose. A strip 50 feet in width from the North of Kowloon Marine Lot 36, having an area of about 17,500 square feet, was handed over to the Colonial Government for the purpose of forming a 100-foot road in connection with the scheme for providing main thoroughfares in Kowloon, the Admiralty receiving in exchange the portion of Austin Road situated between their properties—Kowloon Marine Lots 41 and 35.

Piers.—The Government, by Notifications No. 562 on 5th August, 1904, decided to dispose of certain Pier sites in Hongkong. Those opposite Marine Lots to be sold to the owners of the lots, if they desired, at fixed rates; others opposite Crown Land by Public Auction. The right of erecting piers under leases was granted in two cases in Hongkong and ten cases in Kowloon, the premia derived in the case of the Hongkong Piers amounted to \$27,229.25 including one of the Pier sites referred to above, which realized a premium of \$27,000; and of Kowloon Piers to \$950, the annual rentals being \$960 and \$3,061 respectively. Licences or the following temporary Piers for various periods were issued:—12 in Hongkong, 22 in Kowloon, and 14 in the New Territory, the amount of fees for these being \$3,341.87.

THE HOSPITALS.

GOVERNMENT CIVIL.

The report of the Principal Civil Medical Officer for 1904 appears in the current *Hongkong Government Gazette*. It is here stated that the Government Civil Hospital as a building is behind the times and the question of building a new hospital more in accord with modern requirements cannot be much longer delayed. Admissions to the hospital were 209 less than in 1903. The mortality rate was slightly lower, viz., 4.99 per cent. as against 5.18 per cent. in 1903.

Malarial Fevers.—The diminution in the number of admissions from this class of disease still continues, the number admitted being 221 as compared with 346 in 1903, a result undoubtedly due to the active anti-malarial measures which have been carried out in recent years in the Colony, and to the more general prophylactic use of quinine, at any rate, amongst the Police Force. As usual the months from July to November are those in which malarial fever is most prevalent.

Influenza.—There were no admissions during the year as compared with 53 in 1903.

Dengue.—There were only 43 admissions as against 123 in 1903.

Typhoid Fever.—There were 42 admissions as compared with 28 in the previous year, 21 of these were imported cases.

Dysentery.—There was a decided increase in the number of admissions, the figures being 176 as against 50 in 1903, the disease, however, appears to have been of a milder type, as there were only 6 deaths as compared with 11 in the previous year.

Beri-beri.—There were 70 admissions as compared with 36 in 1903, undoubtedly this disease has been much more prevalent during the last year. It is unfortunate that notwithstanding the number of investigations which have been made there is nothing definitely known as to its etiology.

Injuries.—Amongst these there were admitted in February and March one Russian Officer, two Petty Officers and four sailors who were wounded on board H.I.M.S. *Varyag* off Chemulpo. They were suffering from shell wounds and all ultimately recovered, although one of the sailors caused us considerable anxiety, his left arm was very much shattered and at one time it appeared that the limb would have to be amputated; however, aided by a sound constitution he recovered and was discharged in June with all the wounds healed.

TUNG WAH.

The admissions were 210 in excess of those of the previous year. It is satisfactory to note the increase in the number of those attending for European treatment in the Out-patient Department.

Beri-beri.—There was a great increase in the number of admissions from beri-beri, the figures being 742 as against 277 in 1903, this is also by far the most fatal disease, 329 deaths being attributed to it.

On account of an outbreak of beri-beri at the Po Leung Kuk Institution and the increased number of cases in the Tung Wah Hospital I recommended to the Government that an investigation into this disease should be made, this was agreed to and an enquiry is now being conducted by Dr. Koch and the Government Bacteriologist. It is to be hoped that as a result of their researches some light may be thrown upon this disease about whose etiology so little is known.

Moribund cases.—It will be observed that there were many more brought in dead than in the former year, the numbers being 502 as against 388. The reason for this was that, with a view to checking dumping of dead bodies in the street, it was decided in connection with Plague procedure for 1904 that in doubtful cases when the dead body of a Chinese is removed from a house for diagnosis, it should be removed to the Tung Wah Hospital Mortuary instead of to the Public Mortuary.

The Tung Wah Hospital was authorized to remove dead bodies and undertook to keep a staff of coolies for this purpose. All that was necessary in case of death was for the relatives to report this to the Tung Wah, who removed the body and provided free burial. It is significant that the number of dumped bodies

has diminished considerably last year. No doubt that many bodies are dumped in order to save the cost of burial.

KENNEDY TOWN INFECTIOUS HOSPITALS.

During the year 87 patients were admitted, 77 being cases of plague, 5 of cholera and 5 under observation. Of the plague cases 63 died giving a mortality of 81.8 per cent.—it must be noted, however, that 41 of these died within 24 hours, so that they were practically in a hopeless condition on admission.

Tung Wah Branch Hospital.—Owing to the mild epidemic it was not necessary to occupy this building.

Hospital Ship Hygeia.—This is reserved for the treatment of small-pox cases, during the year 40 were admitted with 5 deaths. Five of these cases were imported by ships.

HONGKONG'S NEW PUBLIC BUILDINGS.

The Director of Public Works in his report for 1904 makes the following remarks about new public buildings:—

NEW HARBOUR OFFICE.

Progress with this work was unsatisfactory, due to the supply of granite again being insufficient. The walls were built to an average height of 21 feet above ground floor level except the North wall which was delayed until the colonnade piers were at the required height for arches to be turned connecting same to the wall of building. Eight of these piers were at the necessary height at the close of the year. The concrete to flat roof of Boarding Officers' room and concrete to floors of record-room, lavatory, Chinese and Indian kitchens on first floor was laid, and joists to various other rooms fixed. The columns and steel framing to Yard Verandahs were also fixed. The late Mr. Chan A Tong was the Contractor for this work, the contract for completion being transferred to Mr. Chan A Tong, Junior.

NEW LAW COURTS.

Fair progress was made with this work considering the unsatisfactory supply of granite, the demand being far greater than the delivery from the quarries. The intended walls generally were built to an average of 19 feet above ground floor level, this being the required height for the steel joists to first floor. The external walls generally were built to an average of 11 feet 6 inches above ground floor line, this being the necessary height for the springing of arches to colonnade, &c. Twenty granite arches over window openings were constructed at the close of the year. Seventy-one granite balusters to first floor colonnade were dressed ready for fixing. All the plain square bases to main columns, pilasters, &c., forming the colonnade were fixed with the exception of one; and 40 moulded bases out of a total of 46 were bedded, a number of stones to the columns, pilasters, &c., were also bedded. An average number of 107 masons were daily employed on the site dressing granite. The steel girders and joists to first floor were delivered on the site during December and the main girders to Library floor were placed in position. The new Clerk of Works arrived in the Colony and commenced duty on the 12th February. It is regrettable to have to record the death of Mr. Chan A Tong, the contractor for this work, which took place on the 8th November. A new contract with somewhat more stringent terms as to the provision of granite for the carrying on of the work was entered into with Mr. Chang A Tong, Junior, in December.

NEW POST OFFICE.

Work on the Foundations contract was commenced at the end of 1903, and at the end of 1904 all the excavation had been done and 1,385 piles driven out of a total of 1,722 to be put down. Some delay was caused by a ship with a load of piles being wrecked. Great difficulty has been met over these foundations owing to the freedom with which the sea water finds access to the excavations through the loose rubble foundation to the Praya Wall and Culvert on the East side of the works. Difficulty was also experienced in getting the piles in the East trench down to a reasonable depth, owing to the presence of the loose rubble under the culvert. This has necessitated some modification in the foundation plan, iron joints

being introduced into the concrete base to tie the shorter piles in with those which have gone down to the full depth. The necessary plans and specifications, &c., were prepared by Messrs. Denison, Ram & Gibbs, and tenders for the superstructure will probably be called for in April, 1905.

HALL & HOLTZ.

Mr. J. D. Clark, chairman of directors, addressing the shareholders of Hall & Holtz on April 14th, said: The gross profit, though necessarily below that of former years, owing to the loss of stock and premises just about the close of last year, is, I consider, fairly good, and shows about the same percentage upon the business done; the loss of business during the first few months while the new stocks were being replenished accounting for the diminished volume of business. The expenses are rather higher in proportion to the gross earnings than they should be, it being found impracticable to reduce them at once owing to most of the staff being under agreements, and the large increase in the rent, while insufficient room to show goods is found a great obstacle to trade. The amount at credit of Profit and Loss account enables you to return 12½ per cent to shareholders which, I think, can be considered a fairly good investment. In looking over the Balance Sheet you will no doubt notice the disparity in the value of the factory property as against the newly acquired land in Tientsin. I should mention that these figures represent the book value, and that the real value of the Shanghai property would be something over three times the amount it is put down at; the Hankow premises are also now worth considerable more than the book value. Stud and vans do not show in the accounts at all, having been written off in past years. As you are aware, we have already paid an interim dividend of one dollar per share, and there being still a balance of \$38,452 at your disposal, your directors recommend paying a final dividend of one dollar and a half per share, making, as I said before, 12½ per cent for the year. There is one more subject I will touch upon. In February last the Company had occasion to make a test case of the agreement under which all our assistants are brought out to China, which prohibits them, for ten years, from starting in opposition to the Company only in such places as the Company are established. The case went against the Company, as you are aware, on the ground that the wording of the restraint was worldwide and for all the time; it is needless to say that such construction was neither the intention of the lawyer who drew up the agreement, nor of the Company, nor has it been understood in that way by any of the assistants who have signed it during the many years that it has been in use. Our lawyers are making the necessary alteration to prevent any such misconstruction in future. Owing to the conditions required by the Court in the event of an appeal, your Directors did not consider it advisable to proceed farther in the matter. I may also mention that the case in question was not taken up in any vindictive spirit, but simply to test the legality of the agreement.

THE GARRISON.

The trooping season has commenced. On April 24th the Royal Indian Marine s.s. *Dufferin* arrived here from India, on her way to Taku with reliefs for 30th Punjab Regiment.

Reliefs for the 110th Mahrattas and for a wing of the 93rd Burmas arrived by the Royal Indian Marine s.s. *Hardinge*, now lying alongside the wharf at Kowloon. They consist of 90 men of the Baluchis Regiment. Great activity has been witnessed amongst the native troops at Kowloon during the transfer. As there was insufficient accommodation for both incoming and outgoing troops a number of the Baluchis camped on the Kowloon parade ground, which, with its numerous tents, matcheds, to say nothing about the hockey matches, drilling, etc., yesterday presented a more animated appearance than for some time past. The homeward bound men leave for Rangoon to-morrow.

TRADE IN WAR TIME.

The following is extracted from a long article describing Mukden under both belligerents. It appears in the *Tientsin Times*:—One's first duty on arrival at Mukden was to report oneself to the Commissary of Police, where a list of one's merchandise with prices and samples of same had to be deposited. If one's antecedents were satisfactory a permit would be issued for free and safe circulation within the confines of the city, and name and address registered for possible future reference. Then came the tug-of-war with the Chief of the Gendarmerie, Col. Cherchoff, who dispensed the permits for sojourning in or leaving Mukden. Once in possession of this "open sesame," one could roam about at his own sweet will, without let or hindrance, and as soon as these formalities had been complied with, my companion and self started out to test the market, with our respective goods. We soon found out that the golden days of yore had departed, never to return, and that the fabulous prices for the "fix" and cognac paid during Liaoyang days were only remembered like a tale that is told. Certainly, sudden fluctuations in milk or sugar would sometimes send a thrill of joy through the heart of an honest (?) trader, and visions of wealth beyond the dreams of avarice might temporarily disturb the even tenor of the day's existence, only to be suddenly dissolved in smoke on the arrival of the first consignment of the commodity in question. And the quantities that did arrive! One stood aghast at the endless strings of carts rolling into the city, and charged with thousands upon thousands of cases of wines and spirits, and the cry was 'still they come'. Not that one actually lost on his goods, except in the sense of the Chinaman's expression "me lose money," when he sells one an article at 100 per cent, instead of 150 per cent. profit. Roederer sold from 65 to 70 roubles per case, condensed milk at 16.50 to 20 rbls per case, Martell's brandy 40 to 50 rbls, beer from 20 to 35 rbls wholesale, while liqueurs suitable to the Russian palate fetched fancy prices, but the Russian market is a curious one, and while they would pay any price for their favourite brands of eatables or drinkables, one could not dispose of even the best article if the brand was unknown. Some brands, of beer for instance, which no European would look at if another decent beer were to be had, were considered by the Russians as the *non plus ultra* of malt liquor. Hennessy brandy which certainly might be considered equal to Martell was unsaleable, at the same time that the most extraordinary concoctions put up by amateur Chinese chemists found a ready sale. It was a market which certainly required studying, but if its intricacies had once been grasped, it was well worth catering for. The bulk of the traders were living in a street near the railway station, familiarly dubbed "Rue de Caire," by reason of the Oriental character of its inhabitants, who vied with the ramshackle habitations as to which should have the most tattered and dilapidated appearance. From the end of the Chinese-new year holidays trade commenced to decline perceptibly, and an indefinable something in the air, foreboding the approaching debacle, paralysed trade.

THE "TIN HAU" FESTIVAL AT HONGKONG.

The Tin Hau Chinese Festival (the birthday of the Goddess of Water) falls on Thursday the 27th instant, and is observed between the 23rd (Sunday last) and 27th instant. During these days women and girls go to Causeway Bay, East Point and Shekwan, which is situated in Chinese territory some distance up the Canton river, to burn joss sticks or candles, to explode crackers, and to take part in various ceremonies.

One rather attractive procession towards Causeway Bay consisting of a number of little girls, wearing robes of red and gold, and mounted on China ponies, passed along Queen's Road yesterday.

Excursion steamers leave Hongkong for Shekwan daily, a number of European sight-seers being included amongst the passengers. During the trip, while outside of British waters, gambling tables are kept in full swing.

HONGKONG'S REVENUE.

The account of the Colony's revenue and expenditure from the 1st to 31st January, 1905, showing the increase or decrease under the various heads for the same period of last year is published in the *Hongkong Government Gazette*. The revenue was \$608,635.88 as against \$492,437.34 for the same period of last year, and the expenditure \$566,568.38 as against \$475,548.03.

The assets and liabilities on the 31st January, 1905, were as follows:—

ASSETS.	
Bank balance	\$645,490.94
Crown agents' balance	28,676.55
Do. advance	82,580.64
Advances, &c.	113,925.68
Subsidiary Coins	550,000.00
Suspense House Service	1,484.83
Total	\$1,422,158.64
LIABILITIES.	
Deposits not available	\$604,620.88
Crown agents' drafts	200,000.00
Money order remittances	19,857.08
Officers' remittances	354.32
Total Liabilities	824,832.28
Balance	597,326.36
Total	\$1,422,158.64

The financial returns for the year 1904 show total payments \$19,071,412.21, leaving a nett balance on the 31st December of \$314,257.69.

HONGKONG'S WATER SUPPLY.

During 1904, the period of intermittent supply was 185 days as compared with 137 days during 1903. At the close of the year the contents of the storage reservoir amounted to 341½ million gallons. The total quantity of water supplied during the year was 1,267,362,000 gallons filtered and 22,429,000 gallons unfiltered, making a grand total 1,289,791,000 gallons or 21,186,000 gallons less than in 1903. This decrease is due to the intermittent supply being kept on for a longer period than is usual.

The average consumption of filtered water per day during constant supply was 4,390,000 gallons, which with an estimated population of 224,000 gives an average daily consumption of 19.6 gallons per head for all purposes. During intermittent supply the average daily consumption was 11.3 gallons per head, equivalent to a total daily supply of 2,524,000 gallons, whilst, taken over the whole year, the average consumption per head per day amounted to 15.4 gallons.

The quantity pumped to the high level district of the City amounted to 49,001,000 gallons over the whole year equal to an average daily consumption of 133,882 gallons, whilst 26,180,000 gallons were pumped to the peak district giving an average daily consumption of 77,000 gallons.

CHINESE ESTIMATES.

The repairs necessitated by the recent fire at the Eastern Tombs is affording a most welcome opportunity to officials and contractors for a little "legitimate" speculation. There have not been any Imperial buildings to repair or construct at a convenient distance from Peking for some time, so all concerned will, of course, make the most of the present chance. The actual estimate for the repairs is estimated at Tls. 1,800,000, but if four tenths is to be given to the contractor the estimate will be rendered Tls. 4,500,000, and if three tenths go to the contractor it will read Tls. 6,000,000. This is in strict accordance with the accepted rule in all official contracts. Of what use is it to talk of the old China having passed away, and a new era having dawned when such things as these are not only told in the ear but boldly proclaimed on the housetops as part and parcel of official and legal procedure. In regard to Imperial prejudice and royal exclusiveness Mr. and Mrs. Conger may have done something, though the barriers were already being demolished at the time of their arrival. But beyond that we regret we can see very little of the great transformation of which so much is spoken.—*Peking Times*.

MISCELLANEOUS.

A quantity of arms found on a fishing boat in Junk Bay was ordered to be confiscated at the Police Court on the 29th April, the owner not having a licence.

His Excellency the Governor has been pleased to appoint Mr. H. W. Slade to be a member of the Sanitary Board in place of Mr. E. A. Hewett, resigned.

His Excellency the Governor has been pleased to appoint provisionally or until further notice Mr. W. J. Tutchter to act as superintendent of the Botanical and Afforestation Department.

The building of Sharp's Memorial Hospital, Mount Kellett, is nearing completion. The new Military Hospital, Bowen Road, which has been in progress for over two years, is also nearing completion.

H. E. the Governor has appointed provisionally, or until further notice, Mr. E. C. L. Lewis to be a director of the Widows and Orphans' Pension Fund, vice Mr. C. McI. Messer, on leave.

H. E. the Governor has appointed Major C. L. Josling, R.A.M.C., Acting Principal Medical Officer of Troops, to be a member of the Sanitary Board in place of Colonel Webb, R.A.M.C., resigned.

The ex-Viceroy of Fukien, Wei Kuang-tao, has been studying the war in Manchuria. He now advocates for the province two artillery divisions, and points out that the country is too mountainous for cavalry.

According to returns made by the Japanese authorities on the 7th instant, the Russian prisoners now interned at various places in Japan numbered 58,759. A considerable number have yet to come forward from the field.

A Foochow telegram to the *Shenpao* states that a numerous signed protest to the Waiwupu has been sent by the gentry of that city opposing the granting to a French syndicate—now pushing its claims at Peking—of certain mining rights in Fukien province.

The Burmese in the paddy districts think that Japan will probably purchase rice in Burma in May and June, and are holding on to their stocks in that hope. It is feared that a good many of them will lose money in consequence of the high interest they have to pay to the money lenders for advances.

The new floating dry dock for the Philippines, building at the yard of the American Steel Company, Sparrow Point, Maryland, is now nearly completed. It is destined for Olongapo, Subig Bay, P.I., the new American naval station in the Far East. The dock is capable of lifting the largest battleship.

A Seoul despatch received by the *Jiji* states that the Belgian Representative there has requested the Korean Foreign Office to grant a gold-mining concession to a Belgian syndicate. This action is said to have been taken in order to secure the balance of influence with Italy, a mining concession having recently been granted the latter.

The general reclamation at the Naval Yard Extension is approaching completion. The walls of the tidal basin and the sea walls are, in great part, ready for the coping. The dock bottom is nearly completed and the dock walls are well advanced. The reclamation, West of the dock, and the diversion of the Albany Nullah are finished.

The *Cablenews* of April 27th says:—The Japanese colony in Manila has provided itself with a Buddhist temple in which it can worship its gods. The temple has been erected in the barrio of San Roque, Sampaloc. It is of genuine Japanese architecture and painted in real Buddhist style. The inauguration of the temple took place last Saturday afternoon. Alongside the temple is to be erected a Japanese theatre.

The Atlantic, Gulf and Pacific Company's tugboat, *Robert K.*, sailed from Cavite for Hongkong on April 25th towing the hulks of the *Marques de Dureo* and *Reina Cristina*, which once belonged to the Spanish Philippine squadron commanded by Admiral Montojo. Kwong Woh Hing, a local Chinaman, is the shipper and the destination of the hulks is the Kowloon docks where, the *Cablenews* announces, they will be refitted.

Mr. P. H. de Lucy Fossarian, who was French Consul at Foochow about sixteen years ago, is reported to be transferred from Kobe to his old charge.

"If you give me two cash as lucky money, you can search me," said Ho Chuen to a Des Vaux Road barber on the 28th April. He had visited the shop to get his head shaved, but during the master's temporary absence had pocketed a razor. The bluff failed. The two coins were handed over, and the suspect, on being searched, was found to have the razor concealed in an inner pocket. He was given in charge, and on appearing before Mr. F. A. Hazeland at the Police Court on Saturday was sentenced to two weeks' hard labour.

The new tariff on rice of 34 cents per picul will give a stimulus to the Saigon-Manila rice trade and many vessels loaded with the staple food product of the Orient will arrive here, say a Manila paper, from the French port in the near future. The *M. Struve*, *Petrach*, *Fiume* and *Brunhilde*, most of which are not strangers in this port, and of which Behn, Meyer and Company are the local agents, have been chartered at Hongkong to engage in this trade.

Mr. S. S. Bose, who is a stout opponent of inoculation against plague, writes as follows in the course of a letter to the *Statesman*:—"How could Mr. Braunfeld and others (assembled at a meeting in Calcutta to discuss plague matters) propose in the name of humanity a compulsory inoculation against plague alone, when we have other equally scientific inoculations against cholera, enteric, beri beri, Derbyshire-neck, kala-azar, pricklyheat, Gwalior ulcer, and Delhi-boil? If these are all made compulsory we should be mere masses of holes!"

A Native coal dealer at Bay View was on April 27th charged before Mr. Orme at the Police Court with being in unlawful possession of ten tons of coal. The Police stated that a number of junks, while coaling vessels in the harbour, dropped a quantity of coal overboard and dredged for it when the boats had departed. This, when recovered, was sold to various merchants. As the defendant could not satisfy His Worship as to how he came in possession of the coal he was fined \$100 or three months' imprisonment, and the coal was ordered to be confiscated.

A Manila paper says: It will probably interest some people to know that there is a very vigorous and well-schemed game on, at present, to corner that necessary of cordage, hemp. Whether or not the projected "corner" is limited to the Philippines is more than we can say from the information in our possession, but the available facts suggest that the schemers are hitting high. The name of a Manila merchant who was at one time black in the government books is mentioned as one of the promoters and there is not the least doubt that he and his allies mean business. If they can put their game through, it will play (havoc) with the city brokers.

People should know their washerman before trusting him with too much of their apparel. Madame Guion, of the Pension Francaise, reported on April 28th at the Central Police Station that the Chinese washerman employed by her had pawned a quantity of clothing; he had taken away to wash, and with the proceeds had gone to Canton. The Police instituted inquiries at once, and found that Madame Guion is not the only person the rogue has robbed. The belongings of several other residents were also found to have been pawned. The washerman will be sought to answer the charge of larceny as a bailee.

A Chinese cook was on April 27th charged before Mr. Orme at the Police Court with unlawfully and by negligence causing hurt or damage to M. Passantini. The cook's master, who is spending a holiday in Canton, is the owner of a motor car, and this the cook decided to "give an airing." When turning the corner near the Sailors and Soldiers' Home, the car became unmanageable, and went ahead at a very high speed. It dashed into a number of rickshaws and Mr. Passantini, who was crossing the road at the time, was unable to get out of its way. He was knocked down and badly bruised before the driver could pull up his car. The cook was fined \$20, with the alternative of fourteen days' imprisonment. Mr. Passantini has further decided to bring an action claiming \$200 damages.

COMMERCIAL.

SILK.

Messrs. A. B. Burkill & Son's Circular, of 7th April, 1905, states:—The home markets are dull. Gold Kiling is quoted in London at 11/4 and in Lyons at Fcs. 81.25. Raw Silk.—During the interval, there is very little business to report in Taitless. Stocks all very small and holders disinclined to sell. Hand Filatures.—A few small transactions. Steam Filatures.—Continue in fair demand, and stocks are becoming light. Yellow Silks.—Are in moderate demand. Waste Silk.—No business to report.

SUGAR.

HONGKONG 28th April.—The position of the market is nearly the same as when last reported.

Shekloong, No. 1, White.....	\$9.20 to \$9.25 pcls.
Do. " 2, White.....	8.05 to 8.10 "
Do. " 1, Brown.....	6.90 to 6.95 "
Do. " 2, Brown.....	6.75 to 6.80 "
Swatow, No. 1, White.....	8.85 to 8.90 "
Do. " 2, White.....	7.85 to 7.90 "
Do. " 1, Brown.....	6.70 to 6.75 "
Do. " 2, Brown.....	6.60 to 6.65 "
Foochow Sugar Candy	13.35 to 13.40 "
Shekloong "	12.55 to 12.60 "

RICE.

HONGKONG, 28th April.—There is not much change; the prices as when last reported.

Saigon, Ordinary	\$2.10 to \$2.15
" Round, good quality	3.90 to 3.95
" Long.....	4.00 to 4.05
Siam, Field mill cleaned, No. 2	2.80 to 2.85
" Garden, " No. 1	3.15 to 3.20
" White,	4.20 to 4.25
" Fine Cargo	4.35 to 4.40

OPIUM.

HONGKONG, 22nd April.
Quotations are:— Allow'ce net to 1 catty.

Malwa New	\$1150 to — per picul.
Malwa Old	\$1200 to — do.
Malwa Older	\$1260 to — do.
Malwa V. Old.....	\$1340 to — do.
Persian fine quality	\$970 to — do.
Persian extra fine.....	\$1000 to — do.
Patna New	\$1180 to — per chest.
Benares New	\$1152½ to — do.

HEMP.

In their Report of the 15th inst., Messrs. Warner, Barnes & Co., Ltd., of Manila, state.—The larger receipts and the dullness of the home markets had its effect on prices during the past fortnight, and a moderate business was done on the basis of P.C. 19.50 to P.C. 20 for fair current, but the larger part of arrivals went into store, and generally there was little pressure to sell. This firmness in the face of so little encouragement from consuming markets is no doubt due to the generally increasing belief that the damage done by the almost unprecedented drought is really serious, and that it will curtail receipts seriously from June onwards. After carefully considering the reports we have received from our own provincial agents, and from others connected with the provinces, we are obliged to come to the belief that production will not reach that of last year. In many places the damage by drought is already done, and in plantations thus situated a clearance has been made as far as possible of all hemp trees to save them in time. In other plantations more favourably situated, although damage has also been done, it may yet be partially remedied by a favourable change in the weather, but it is doubtful, as we are now in the middle of April, whether anything but a few thunder showers can be expected until June or July, which means certainly further damage. After making due allowance for exaggeration of province people we think that the first stage of the drought, which means increased production owing to tree cutting to save the fibre, is already about nearly past, and thus we shall shortly enter the second stage, that is, of a curtailed production caused by a want of available trees, and as things look at present we think 875,000 bales as large a crop as can be reasonably expected for 1905, and should drought continue another month this figure must be further reduced. Of course there are always districts where the plantations are well sheltered by forest from the burning sun, as in Samar, and others protected by the lay of the land, also others situated in the higher slopes of hills and mountains where there is generally a certain amount of moisture and occasional showers, and these favoured districts are not so much affected as those situated on the lower slopes of the hills, and thus the damage only amounts to a percentage of the crop. The effect of the drought will certainly extend into next year.

PIECE GOODS.

Messrs. Noel, Murray & Co., in their Report on the Shanghai Piece Goods Trade, dated Shanghai, 14th April, 1905, state:—The news received during the interval that the Russian Baltic Fleet had passed Singapore and was approaching the China Sea has apparently caused no sort of uneasiness here. To have been able to make the passage of the Straits so easily, and with no show of opposition, certainly looks as though they were being lured on by the Japanese, and further developments are being anxiously awaited. The advent of the Fleet into practically China Waters, opens up a vista of all sorts of possibilities, being, as it is, right in the path of commerce. Maybe this has something to do with the disinclination to enter more heavily into forward operations which most of the dealers are showing, though they will not admit it. The home markets continue very strong, in fact it looks as though manufacturers are doing their best to stave off orders, but at the same time do not want to miss the business. This may possibly lead to some of the contretemps depicted in the following letter, which the Chamber of Commerce here have seen fit to address to the Manchester Chamber, though we are inclined to question the entire absence of any redress, which this letter seems to infer. However, the business booked during the past month or so has certainly established a new precedent in the trade, and with all the ramifications caused by fluctuations in exchange, etc., it is quite necessary that a proper understanding should be arrived at if the trade is to continue amicably.

Shanghai, 7th April, 1905, Sir.—At the Annual General Meeting of this Chamber held on 27th ultimo, attention was drawn by a frequent failure of manufacturers to keep to their contract date of delivery. It was stated that at times the loss and inconvenience to importers entailed by late delivery is of a very serious nature, the situation being further complicated by the vagaries of exchange. The cause of so many cases of late shipment was attributed to the practice of overselling by manufacturers, and it was thought unfair that an importer when disappointed of his goods should, instead of receiving pecuniary compensation for non-fulfilment of contract, be met with merely an offer of cancellation. This Chamber cannot but feel that the complaint is entirely justified. In the first place the more cancellation of a contract for late shipment cannot at all be considered a satisfactory or adequate settlement, depriving, as it does, both the foreign importer and his native client of their profit and/or commission. The importer actually finds himself out of pocket for his telegraphic expenses, not to mention that he receives nothing for all his labour in bringing the original transaction to book, and in numerous cases he is even forced to undergo pecuniary sacrifice in order to preserve amicable terms with his native client. The latter in his turn may have re-sold the goods to up-country dealers on the identical terms as to delivery which he stipulated for when contracting from the importer, and in putting forward his claim against the latter, the native dealer simply tries to recover his own *vis-a-vis* of the up-country merchant. Except in cases of "force majeure" the foreign importer must abide by terms of his selling contract or pay compensation in case of non-compliance with the terms thereof, but "force majeure" cannot be pleaded in the actual circumstances, since, according to the general opinion in Manchester business circles, amply confirmed by the Manchester Press during the past three months, the delay is principally due to manufacturers not keeping to their engagements, because in order to benefit to the utmost of the profitable prices obtainable, manufacturers oversold themselves without due regard to their producing capacities. Home suppliers must recognise that by simply offering cancellation in cases where the delay in deliveries arises through their own fault, or from circumstances within their own control, they are dealing in an unjustifiable manner with the distributors of their productions in foreign markets, and the consequence of this attitude, apart from its moral features, cannot in the long run be beneficial to business intercourse. Secondly, it has become a very usual practice here, in order to guard against loss through the fluctuations of silver, to settle exchange forward against transactions. In the event of the goods not arriving in contract time, an extension of such exchange contracts has to be made, which on the downward sliding scale for each month, or sometimes even for each fortnight ahead, which has been prevalent here for a considerable time past, involves sacrifices of an eighth to a farthing or more per taal per month, equivalent to, on exchange 2/6 for instance, 0.4 per cent. to 0.8 per cent. or more per month.

Such loss should, in the opinion of my committee, be borne by the sellers responsible for the delay, whereas at present the bona-fide purchasers on this side have to bear the brunt of it. In view of these facts the Chamber is of opinion that the question in one which is deserving of consideration, and would earnestly commend it to your notice, trusting that by giving prominence to what cannot be considered otherwise than an unsatisfactory condition of affairs, an improvement may be effected."

It is no easy matter to find out now what is going on in this market, as the bulk of the sales reported of hard cargo are from second hands, and importers are naturally very reticent about their forward transactions. The latter at present are of more or less a miscellaneous description, and for various stages of delivery, consequently there is considerable disparity as regards prices. We hear some orders have gone through with Manchester for heavy Grey and also White Shirtings, and buyers have been found for a fair quantity of American Sheetings of divers weights, both markets being very strong. Cotton is slightly easier in Liverpool, the latest quotation for Mid American being 4.24d., and Egyptian 6d., as before. Trade at Newchwang appears to be subject to considerable interruptions owing to the dislocation of the transport inland service, the railway and carts being required by the Japanese troops most of the time, but it is thought this will soon be rectified. Tientsin is flourishing once more and re-exports from here continue on quite a satisfactory scale. It is rumoured that a fairly large deal has been arranged between that Port and New York, extending will into next year. The Chefoo trade, though not large, is looking better than it has done for some time past. Ningpo is in want of heavy shirtings, which are scarce here at present. Clearances for the River markets are fairly satisfactory, but Hankow is still incline to hold back orders. The yarn market is steady, up again, there being a fair demand for the imported article, while local spinnings are also attracting a good deal of attention. Native Cotton is steady.

HONGKONG QUOTATIONS.

HONGKONG, 7th April, 1905.

Beans	\$3/4
Borax	\$15/10
Camphor (China)	\$180/140
" (Formosa).....	\$145
Cassia (First quality)	\$18/21
" (Second ")	\$14/17
" Oil	\$150/170
Cloves	\$17/27
Fennel Seed Oil	\$305/310
" (alang)	\$
Glue	\$23/25
Grapes	\$12/13
Ivory	\$500/750
Kissmiss	\$14/15½
Olibanum	\$5/20
Rosa Oil	\$60/175
Saltpetre	\$10/11½
Sandal wood	\$27/29
" Oil	\$300/400
Senna Leaves	\$2/9
Sugar Candy	\$13/17
Vermilion	\$75/80
Wax	\$30/32

MISCELLANEOUS EXPORTS.

Per steamer *Machaon*, for Amsterdam, London and Antwerp, sailed on 12th April. For Adessa:—150 packages china root. For Amsterdam:—100 bales cassia. For London:—50 bales waste silk, 29 cases shells, 169 bags copra, 142 bales feathers, 98 cases blackwood ware and china ware, 328 bales canes and mats, 53 cases fans, 61 cases curios and pvt. effects, 13 cases cigars, 15 cases soy, &c., 1,100 packages ginger. For London and Continent:—90 bales canes, 20 bales bristles, 324 bales canes, 333 bales feathers, 2 cases shells, 124 bales galangal, 293 bales canes. For Glasgow or Leith:—12 cases pvt. effects.

Per P. & O. steamer *Sinla*, sailed on 22nd April. For London:—2,050 bales hemp, 2 cases bird feathers, 4 cases cigars, 3 cases hemp cloth, 2 cases hats, 18 packages woodware, 1 case books, paper, &c., 1 package curios, 26 packages tea, 10 bales raw silk, 51 bales waste silk, 2 packages sundries, 5 packages rattan ware, 230 mats and matting, 31 packages china ware. For Manchester:—102 bales waste silk. For Gibraltar:—1 case curios. For Lyons:—186 bales raw silk. For Glasgow:—9 cases china ware, For Marseilles:—7 bales hair, 2 cases silk, 243 bales raw silk.

Per P. & O. steamer *Ceylon*, sailed on 26th April. For London:—239 bales waste silk, 80 bales canes, 20 packages lead ore, 150 bales hemp, 10 packages private effects, 1 box curios, 26 packages chinaware, 1 box bicycles, 11 packages woollen waste, 1 case cigars, 8 cases woodware, 1 case silks, 389 bales mats and matting, 1 case pianos, 6 packages rattan chairs.

SHARE REPORTS.

H. NGKONG, 28th April, 1905.—The market has continued quiet during the week and the bulk of the limited business transacted has been on account of the settlements. Rates, with a few exception, have been well maintained and the market closes with a firmer tendency.

BANKS.—Hongkong and Shanghai have continued in a small demand and sales have been effected at the improved rate of \$787½; at time of closing \$790 fails to being out sellers and the market closes firm at that rate. A few Nationals have been placed at \$37 and a demand still continues.

MARINE INSURANCES.—China Traders are enquired for in a small way at \$56½, but no shares appear to be obtainable at that rate. Unions are to be had at \$700 but a small demand at \$697½ cannot be satisfied. Cantons remain steady at quotations but without business. North Chinas and Yangtzes remain unchanged and without business.

FIRE INSURANCES.—In Chinas we have no change or business to report, but Hongkongs have declined to \$307½ without sales.

SHIPPING.—Hongkong, Canton and Macao continue steady at \$26½ with small buyers and no sales to report. Indo-Chinas, in the early part of the week, ruled firm and sales were effected at \$122, \$123, \$123½ and \$124 for cash, and some lots were placed at about equivalent rates forward, chiefly for June, August and September; later, however, with news from Shanghai of the total loss of the "Yuen Wo" by fire, the rate again fell to \$122, at which rate shares changed hands. The market closes firm at \$122 cash. Douglases and China Manilas have been neglected, but the former closes steady at quotations. Star Ferries have been placed at \$37 (old); Shells remain quiet at quotation with small sales.

REFINERIES.—China Sugars. A few more lagging settlement shares coming on a tight money market has caused a further fall in this stock, and forced sales have been effected at \$221 after sales in the early part of the week at \$223 and \$222. The market closes rather firmer with buyers at \$221. Luzons remain unchanged and without business at \$27.

MINING.—No change or business to report under this heading.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have further improved to \$205, with small sales for cash and at equivalent rates for August and September; market closing with a few shares on offer at the rate. Kowloon Wharves continue quiet and neglected with no business to report. Farnhams have been placed at \$156 and \$155, closing at \$153 in Shanghai. New Amoy Docks continue out of favour at the reduced rate of \$21 with small sales and sellers.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands are in the market at \$128, without inducing buyers to come forward. At \$127 however a few small lots are wanted. Hotels have ruled rather firmer with a demand and sales at \$140 cash and at equivalent rate forwards. Humphreys have further improved to \$12.75 with buyers and no sellers. Kowloon Lands are enquired for in small lots at \$39½.

COTTON MILLS.—Hongkongs remain unchanged and quiet at \$16½, but several of the northern mills show solid improvements.

MISCELLANEOUS.—China Providents have declined to \$8½ with sellers after sales at \$8½. Dairy Farms to \$17 with sales, and Fenwicks to \$32½ after fairly large sales at \$35 and \$34½. In the last mentioned, the closing rate must be looked upon in the nature of a forced one, to clear a small parcel in the market at time of closing. Green Islands (new issue) have again been placed at \$17, while a few old shares are on offer at \$27. China Light and Powers are enquired for at \$9. New Steam Landries at the improved rate of \$4½, and Watsons at an advanced of 50 cents, i.e. \$13½ for old and \$13 for new issues.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100
Banks—		
Hongkong & S'hai..	\$125	\$790, buyers
National B. of China	27	London, 280 10s.
Bell's Asbestos E. A...	12s. 6d.	\$87, sales & buy.
China-Borneo Co.....	\$12	\$5½, buyers
China Light & P. Co.	\$10	\$18, ex div.
China Provident	\$10	\$9, sellers
Cotton Mills—		
Ewo.....	Tls. 50	Tls. 40, buyers
Hongkong	\$10	\$16½, sellers
International	Tls. 75	Tls. 40
Laou Kung Mow	Tls. 100	Tls. 42½
Soychee	Tls. 500	Tls. 180
Dairy Farm	\$6	\$17, sales
Docks & Wharves—		
Farnham, B. & Co....	Tls. 100	Tls. 157, buyers
H. & K. Wharf & G.	\$50	\$107, sellers
H. & W. Dock	\$50	\$205, sellers
New Amoy Dock....	\$6½	\$21, sales & sellers
S'hai & H. Wharf....	Tls. 100	Tls. 180
Fenwick & Co., Geo....	\$25	\$32½, sellers
G. Island Cement. {	\$10	\$27, sellers
	\$5	\$17, sales
Hongkong & C. Gas...	\$10	\$160, buyers
Hongkong Electric...	\$10	\$17½, buyers
Do. New	\$5	\$11½, buyers
H. H. L. Tramways...	\$100	\$210, buyers
Hongkong Hotel Co....	\$50	\$140, sales & buy.
Hongkong Ice Co.....	\$25	\$242, sellers
Hongkong Rope Co....	\$50	\$150, sales
H'kong S. Waterboat Insurance—	\$10	\$18, sellers
Canton	\$50	\$285, buyers
China Fire.....	\$20	\$86, sellers
China Traders	\$25	\$56½, buyers
Hongkong Fire.....	\$50	\$307½, sellers
North China.....	25	Tls. 85
Union.....	\$100	\$700, sales & sel.
Yangtze	\$60	\$160, buyers
Land and Buildings—		
H'kong Land Invest.	\$100	\$127, buyers
Humphreys' Estate	\$10	\$12.75, buyers
Do. New	\$10	
Kowloon Land & B.	\$30	\$39½, buyers
Shanghai Land.....	Tls. 50	Tls. 115
West Point Building	\$50	\$55, sellers
Mining—		
Charbonnages	Fcs. 250	\$480
Raubs	13/10	\$4, sellers
Philippine Co.	\$10	\$9½, sellers
Refineries—		
China Sugar	\$100	\$221½, buyers
Luzon Sugar.....	\$100	\$27, buyers
Steamship Companies		
China and Manila...	\$25	\$21, sellers
Douglas Steamship	\$50	\$34½
H., Canton & M.	\$15	\$26½
Indo-China S.N. Co.	\$10	\$122, buyers
Shell Transport Co.	\$1	21s. 6d., sales
Do. Preference....	\$10	28s. 10s
Star Ferry	\$10	\$37, sales
Do. New	\$5	\$28½
Shanghai & H. Dyeing	\$50	\$50
South China M. Post.	\$25	\$23, sellers
Steam Laundry Co....	\$5	\$7
Do. New	\$8	\$4½, buyers
Stores & Dispensaries.		
Campbell, M. & Co.	\$10	\$36
Powell & Co., Wm.	\$10	\$11½, sellers
Watkins.....	\$10	\$8, sellers
Watson & Co., A. S.	\$10	\$18½, buyers
United Asbestos....	\$4	\$9½
Do. Founders	\$10	\$180

VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset and Co.'s Share Report for the week ending April 13th 1905, states:—There has been a steady business in shares during the past week, the particular stocks dealt in being S. C. Farnham Boyds, Shanghai and Hongkew Wharves, and Langkats. The T. T. rate on London to-day is 2/8½. Banks.—Hongkong and Shanghai Bank. There are buyers in the South of these at \$775; the London rate in £78. A transaction is quoted locally at \$775 ex. 78. Marine & Fire Insurance.—No business reported in stocks under this heading excepting Yangtze Insurance at \$172.50. Shipping.—Indo-Chinas. Shares have been placed for July at Tls. 91 and 91½. Cash shares are wanted at Tls. 88. Shanghai Tugs. Ordinary shares are placed at Tls. 53.50. Docks & Wharves.—S. C. Farnham Boyds. The market opened with cash sales at Tls. 160 and 160½ for April; Tls. 168/64/65 for June; Tls. 167½/6 for July, slightly weakening to Tls. 159 for cash; Tls. 158 for April and 163 for July.

On the 12th business was done at Tls. 157/57½ April; Tls. 158½ May; Tls. 160 July. At closing the forward market has improved, and business is reported at Tls. 162½ for July. Shanghai and Hongkew Wharves. On the 10th sales were reported at Tls. 178½ cash, 176 for April, and Tls. 180 for July. On the 11th April shares were placed at Tls. 177½/80, and Tls. 187/90½ September. On the 12th Tls. 180 cash and April; later Tls. 185 April, Tls. 190 and 192½ July. The market closes steady at the last quotations. Sugars.—Peraks have been placed at Tls. 55 and are wanted. Mining.—Chinese Engineering bearer shares placed at Tls. 7.50. Lands.—Shanghai Lands have been placed at Tls. 115. Industrial.—Shanghai Gas at Tls. 112 for cash. Paper and Pulp at Tls. 155. Ices at Tls. 22. Langkats. The market for these has been fairly steady during the week, but there seems to be a disposition on the part of short sellers for this month to cover at present rates. The market opened on the 6th with sales for June at Tls. 237½/35; Tls. 237/40/45 for July. On the 7th cash shares were placed at Tls. 247½/46; April Tls. 247½/45/42½; June Tls. 255/50, July Tls. 257½/55. On the 8th cash at Tls. 247½ and April; June Tls. 250; July Tls. 255. On the 10th cash and April at Tls. 235/32½; June Tls. 247½; July Tls. 245/50/42½/40. On the 11th Tls. 232 cash, Tls. 231½/32/33 April; Tls. 240 June; Tls. 242½ July. On the 12th Tls. 232½/35 cash, Tls. 242½ June and Tls. 247½ August. At closing the cash market is strong with buyers at Tls. 240, and July at Tls. 255. Sumatras are placed at Tls. 68. Stores and Hotels.—The only business reported is Hotel des Colonies at Tls. 23½, and Astor House at \$28. Miscellaneous.—Telephones have been placed at Tls. 68 and are wanted. China Import and Export Lumber Co. have been placed at Tls. 115 cash. Loans & Debentures.—Municipal 6 per cent. debentures have been placed at Tls. 98, and Imp. Gov. E Loans at par.

EXCHANGE.

FRIDAY, 1st May.

ON LONDON.—	
Telegraphic Transfer	1/10½
Bank Bills, on demand	1/10½
Bank Bills, at 30 days' sight	1/10½
Bank Bills, at 4 months' sight	1/10½
Credits, at 4 months' sight	1/10½
Documentary Bills, 4 months' sight	1/10½
ON PARIS.—	
Bank Bills, on demand	235½
Credits 4 months' sight	239
ON GERMANY.—	
On demand	192
ON NEW YORK.—	
Bank Bills, on demand	45½
Credits, 60 days' sight	46½
ON BOMBAY.—	
Telegraphic Transfer	140½
Bank, on demand	14½
ON CALCUTTA.—	
Telegraphic Transfer	140½
Bank, on demand	14½
ON SHANGHAI.—	
Bank, at sight	71½
Private, 30 days' sight	72½
ON YOKOHAMA.—	
On demand	91½
ON MANILA.—	
On demand	91½
ON SINGAPORE.—	
On demand	5½ p.c.p.m.
ON BATAVIA.—	
On demand	11½
ON HAIPHONG.—	
On demand	1½ p.c.p.m.
ON SAIGON.—	
On demand	1½ p.c.p.m.
ON BANGKOK.—	
On demand	62
SEVEREIGNS, Bank's Buying Rate ..	\$10 55
GOLD LEAF, 100 fine, per tael	\$55.40
BAR SILVER, per oz.	26½

FREIGHTS.

From Hankow per Conference Steamers.—To London and Northern Continental ports (via Shanghai):—46/- plus river freight. To Genoa, Marseilles or Havre (via Shanghai):—Tea and General Cargo 41/6 plus river freight. To New York (Overland):—Tea G. \$1½ cents per lb. gross plus river freight. To New York (via Suez):—Tea and General Cargo 35/- per ton. To Shanghai:—Tea and General Cargo Tails 1.80 per ton weight or measurement.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

April—

ARRIVALS.

- 19, Taiyuan, British str., from Kobe.
 19, Tjipanas, Dutch str., from Amoy.
 20, Alcinous, British str., from Yokohama.
 20, Annam, French str., from Haiphong.
 20, Chusan, British str., from Bombay.
 20, Frithjof, Norwegian str., from Tamsui.
 20, Pandua, British str., from Singapore.
 20, Silesia, German str., from Shanghai.
 20, Tanglin, German str., from Saigon.
 20, Tremont, Amr. str., from Manila.
 21, Germania, Norw. str., from Haiphong.
 21, Haiching, British str., from Coast Ports.
 21, Kwanglee, Chinese str., from Shanghai.
 21, Langbank, British str., from Antwerp.
 21, Machew, German str., from Bangkok.
 21, Rajput, British str., from Moji.
 21, SungJiang, British str., from Cebu.
 21, Taming, British str., from Manila.
 21, Telena, British str., from Singapore.
 22, Hailan, French str., from Pakhoi.
 22, Hindustan, British str., from Manila.
 22, J. Diederichsen, Ger. str., from Pakhoi.
 22, Nubia, German str., from Moji.
 22, Sildra, Norwegian str., from Moji.
 22, Waishing, British str., from Wuhu.
 23, Auchanarden, Brit. str., from K'chinotzu.
 23, Chowfa, German str., from Bangkok.
 23, Diomed, British str., from Liverpool.
 23, Gaea, German str., from Bangkok.
 23, Glenfalloch, British str., from Singapore.
 23, Loongmoon, German str., from Shanghai.
 23, Maria Valerie, Austrian str., from Trieste.
 23, Mongria, Amr. str., from San Francisco.
 23, Numantia, German str., from Moji.
 24, Banca, British str., from London.
 24, Beechley, British str., from Penarth.
 24, Caffla, British str., from Barry.
 24, Chowtai, German str., from Bangkok.
 24, Dufferin, British transport, from Bombay.
 24, Emma Luyken, German str., from Java.
 24, Hongkong, French str., from Haiphong.
 24, Hue, French str., from Haiphong.
 24, Kaisow, British str., from Shanghai.
 24, Kamor, Norwegian str., from Chefoo.
 24, Lightning, British str., from Calcutta.
 24, Planet Venus, British str., from Antwerp.
 24, P. E. Friedrich, Ger. str., from Yokohama.
 24, Senegambia, German str., from Hamburg.
 24, Zafiro, British str., from Manila.
 25, Ceylon, British str., from Yokohama.
 25, Holstein, German str., from Tsingtau.
 25, Macquarie, British str., from Moji.
 25, Norman Isles, Norwegian str., from Moji.
 25, Quinta, German str., from Saigon.
 25, Roon, German str., from Bremen.
 25, Tolv, Norwegian str., from Bangkok.
 25, Yuensang, British str., from Manila.
 26, C. Diederichsen, Ger. str., from Haiphong.
 26, Calchas, British str., from Liverpool.
 26, Chiyuen, Chinese str., from Shanghai.
 26, Clara Jebson, German str., from Swatow.
 26, Elita Nossack, Ger. str., from Hamburg.
 26, Haiching, British str., from Swatow.
 26, Kansu, British str., from Tientsin.
 26, Michael Jebson, Ger. str., from Hamburg.
 26, Nassovia, German str., from Shanghai.
 27, Aldgate, British str., from Moji.
 27, Bantu, British str., from London.
 27, Kwanglee, Chinese str., from Canton.
 27, Lydia, German str., from Canton.
 27, Perlak, Dutch str., from Swatow.
 27, Socotra, British str., from London.
 27, Tjimahi, Dutch str., from Macassar.
 27, Tydens, British str., from Shanghai.
 27, Woosung, British str., from Shanghai.
 28, Anglin, German str., from Bangkok.
 28, Haimun, British str., from Tamsui.
 28, Hudson, British str., from Shanghai.
 28, Keongwai, German str., from Bangkok.
 28, Proteus, Norwegian str., from Swatow.
 28, Tean, British str., from Manila.
 28, Trafalgar, British str., from Kutchinotzu.
 29, Bogstad, Norwegian str., from Wuhu.
 29, China, American str., from San Francisco.
 29, Hanoi, French str., from Haiphong.
 29, Herakles, Swedish str., from Gibraltar.
 29, Kohsichang, German str., from Bangkok.
 29, Mathilde, German str., from Quinhon.
 29, Ormidale, British str., from Kobe.
 30, Arratoon Apar, Brit. str., from Shanghai.
 30, Boscombe, British str., from Moji.
 30, Deucalion, British str., from Liverpool.
 30, Mausang, British str., from Sandakan.
 30, Stettin, British str., from Singapore.

April—

DEPARTURES.

- 20, Amara, British str., for Canton.
 20, Brunhilde, German str., for Saigon.
 20, Chusan, British str., for Shanghai.
 20, Hanoi, French str., for Hoihow.
 20, Hohnstein, German str., for Shanghai.
 20, Hongbee, British str., for Amoy.
 20, Lowther Castle, Brit. str., for New York.
 20, Petrarch, German str., for Saigon.
 21, Alcinous, British str., for Liverpool.
 21, Annam, French str., for Shanghai.
 21, Derwent, British str., for Saigon.
 21, Haitan, British str., for Swatow.
 21, Loongsang, British str., for Manila.
 21, Shantung, British str., for Saigon.
 21, Themis, Norwegian str., for Kobe.
 21, Tjipanas, Dutch str., for Singapore.
 22, Finme, Norwegian str., for Saigon.
 22, Fri, Norwegian str., for Haiphong.
 22, Laertes, British str., for Saigon.
 22, Lennox, British str., for Callao.
 22, Paklat, German str., for Hoihow.
 22, Phranang, German str., for Amoy.
 22, Phuyen, French str., for Hoihow.
 22, Rubi, British str., for Manila.
 22, Simla, British str., for Europe.
 22, Taiyuan, British str., for Manila.
 23, Dott, Norwegian str., for Bangkok.
 23, Hinsang, British str., for Shanghai.
 23, Kwanglee, Chinese str., for Shanghai.
 23, Kwangtah, Chinese str., for Shanghai.
 23, Pinna, British str., for Japan.
 23, Providence, Norwegian str., for Bangkok.
 23, Pandua, British str., for Amoy.
 23, Signal, German str., for Haiphong.
 23, Waishing, British str., for Canton.
 23, Wosang, British str., for Shanghai.
 24, Bonaventure, British cruiser, for practice.
 24, Centurion, British battleship, for practice.
 24, Glory, British battleship, for practice.
 24, Haiching, British str., for Swatow.
 24, Hogue, British cruiser, for practice.
 24, Humber, British store-ship, for Mirs Bay.
 24, Langbank, British str., for Shanghai.
 24, Ocean, British cruiser, for practice.
 24, Rambler, British surv.-ship, for Mirs Bay.
 24, Waterwitch, British s.s., for Mirs Bay.
 25, Diomed, British str., for Shanghai.
 25, Dufferin, British transport, for Taku.
 25, Ithaka, British str., for Chinkiang.
 25, Kaisow, British str., for London.
 25, Maria Valerie, Aust. str., for Yokohama.
 25, Planet Venus, British str., for Yokohama.
 25, Taming, British str., for Manila.
 25, Tremont, Amr. str., for Tacoma.
 26, Auchanarden, Brit. str., for Ocean Island.
 26, Borneo, German str., for Sandakan.
 26, Ceylon, British str., for London.
 26, Esang, British str., for Tientsin.
 26, Glenfalloch, British str., for Amoy.
 26, Helene Rickmers, Ger. str., for Bangkok.
 26, Hindustan, British str., for Shanghai.
 26, Hongkong, French str., for Haiphong.
 26, Jacob Diederichsen, Ger. str., for Hoihow.
 26, Machew, German str., for Bangkok.
 26, Namsang, British str., for Calcutta.
 26, P. E. Friedrich, German str., for Europe.
 26, Roon, German str., for Shanghai.
 26, Senegambia, German str., for Yokohama.
 26, Sungkiang, British str., for Hilo.
 26, Tartar, British str., for Vancouver.
 27, Banca, British str., for Shanghai.
 27, Beechley, British str., for Nagasaki.
 27, Calchas, British str., for Shanghai.
 27, Chiyuen, Chinese str., for Canton.
 27, Hue, French str., for Haiphong.
 27, Ikbal, British str., for Kutchinotzu.
 27, Kansu, British str., for Canton.
 27, Nassovia, German str., for Hamburg.
 27, Nubia, German str., for Yokohama.
 27, Sildra, Norwegian str., for Kobe.
 27, Singora, German str., for Cebu.
 28, Aldgate, British str., for Kutchinotzu.
 28, Alexander, Amr. str., for Manila.
 28, Chowfa, German str., for Hoihow.
 28, Clara Jebson, German str., for Swatow.
 28, Gaea, German str., for Bangkok.
 28, Haiching, British str., for Coast Ports.
 28, Kamor, Norwegian str., for Kobe.
 28, Kwanglee, Chinese str., for Shanghai.
 28, Mongolia, Amr. str., for San Francisco.
 28, Moyune, British str., for Shanghai.
 28, Tanglin, German str., for Bangkok.
 28, Yuensang, British str., for Manila.
 29, C. Diederichsen, Ger. str., for Haiphong.
 29, Elita Nossack, German str., for Tsintau.

- 29, Germania, Norwegian str., for Chefoo.
 29, Lydia, German str., for Shanghai.
 29, Madel. Rickmers, Ger. str., for Singapore.
 29, Perlak, Dutch str., for Palembang.
 29, Petchaburi, German str., for Swatow.
 29, Rajput, British str., for Calcutta.
 29, Socotra, British str., for Shanghai.
 29, Woosung, British str., for Canton.
 29, Zafiro, British str., for Manila.
 30, Amara, British str., for Shanghai.
 30, Bantu, British str., for Nagasaki.
 30, Chowfa, German str., for Hoihow.
 30, Haimun, British str., for Swatow.
 30, Lightning, British str., for Calcutta.
 30, Proteus, Norwegian str., for Swatow.
 30, Telena, British str., for Shanghai.
 30, Tolv, Norwegian str., for Bangkok.

PASSENGER LIST.

ARRIVED.

Per *Chusan*, for Hongkong from London, Mr. A. Watson, Insp. W. S. Warnock, Mr. F. A. Andrews, Capt. F. Warren, Mr. M. V. Haycock, Mr. and Mrs. Rookhall, Mr. A. Harrison, and Lieut. J. F. A. Robbins; from Marseilles, Messrs. H. W. Lester, N. W. Hickling, H. Lees, Dr. F. R. Pereira, Messrs. C. Skerrett-Rogers, W. S. Nicholls, Mr. and Mrs. W. A. Fordham, Mr. Seymour-Jones, Mrs. E. Carson, and Miss B. Mabury; from Brindisi, Mr. and Mrs. F. G. Keens; from Bombay, Mr. A. M. Jafferbhoy, Mr. and Mrs. Rajim and 2 children, and Mr. Goorgi; from Colombo, Mr. H. Palmer, Hon. A. Kinnaird, Miss B. M. Jamieson, Messrs. T. C. Hayley, H. A. Kemp Welch, W. Meakin, J. B. Struthers, Drs. Chango and W. A. Swinton; from Singapore, Miss Ormiston, Messrs. R. J. Addie, Callender, Kamimura, Mrs. T. M. Perpetuo, Messrs. Perpetuo and M. Mendes; for Shanghai from London, Messrs. Martin Little, F. A. Nixon, Feronson, B. V. Andrews, Sam. Hammond, W. W. King, and Alexander Hammond; from Marseilles, Dr. and Mrs. C. C. de Burgh Dely, Messrs. A. Fleet and A. Igarisheff; from Bombay, Mr. D. Ardasseer; for Yokohama from Marseilles, Mr. and Mrs. St. G. Littledale and Mr. H. W. Booth.

Per *Simla*, from Shanghai for Hongkong, Messrs. Paton, Kroe, Eldridge, Perry, Leo de Souza, Madvig, Mann, Mitchell, V. R. Bowden, Cameron, and Mrs. Pugh.

Per *Roon*, from Bremen, Mrs. Forum; from Southampton, Miss Borneo; from Genoa, Mr. and Miss Bisney, Consul G. Siemssen, Messrs. C. Viet. Luhn and Erick Wallmann; from Naples, Messrs. F. C. Oswald and Anton Heimsoth; from Colombo, Miss E. Kafel; from Penang, Mr. Mehta; from Singapore, Messrs. A. Schwartz, A. J. Cooper, K. Narima, and Dr. Jehangir.

DEPARTED.

Per *Simla*, from Hongkong for Singapore, Mrs. J. A. Pattie and child, Messrs. F. F. Boulton, R. J. Addie, Lieut. A. E. Edgell, and Mid. Geo. St. J. Llewellyn; for Bombay, Messrs. H. V. Tooraballi, T. H. Ameerudin, and C. M. Fiazalli; for Port Said, Mr. C. Pearson; for Gibraltar, Viscount de Monte Sao; for Marseilles, Messrs. H. Gerne and M. St. Goar; for London, Messrs. T. G. Higgins, G. Cole, Mrs. T. E. Griffiths, and Miss N. E. Devero; from Kobe for Marseilles, Mr. and Mrs. Farquharson; from Shanghai for Singapore, Messrs. W. J. Mayson, Schwartz, and Major E. C. Townsend; for Port Said, Messrs. Kondakoff, Philippchenko, and Hebin-streit; for Marseilles, Messrs. J. D. Clarke, J. L. Chalmers, and F. L. Marshall; for London, Mrs. D. J. Reid, Miss and Master Reid, Miss Walsh, Mrs. F. Grantham and 2 children, Messrs. A. Taylor, E. L. Allen, and G. D. Mills.

Per *Roon*, for Shanghai, Messrs. C. P. Madwig, H. Baker, S. N. Sen, O. Cruz, C. Osmund, List, L. Gavino, T. Boothmann, Franck, Ferber, S. Nagasaka, Hariser, Misses Goldenberg and M. Barretto, and Mrs. Lareina; for Nagasaki, Messrs. McLaren, Nakano, Herano, Saikai, Miyama, Watanabe, and Emonnize, Misses Oshije, Omatu, and Osatu; for Kobe, Messrs. U. L. Joshi, Sasagawa, and R. Okada, Prof. and Mrs. Dowling, and Miss Okada; for Yokohama, Messrs. A. Smith and J. H. Lind and Mrs. M. Leepere.

Printed and published by BEETRAM AUGUSTUS HALE for the Concerned, at 14, Des Voeux Road Central, City of Victoria Hongkong. London Office: 131, Fleet Street, E.C.